Report

OF THE

Bombay Chamber of Commerce

FOR THE YEAR 19

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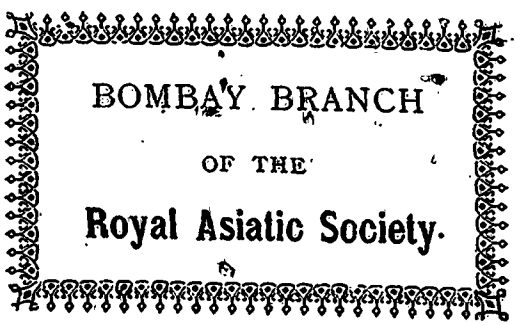

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WITH THE COMPLIMENTS OF
THE CHAIRMAN AND COMMITTEE
OF THE
BOMBAY CHAMBER OF COMMERCE.

Report

OF THE

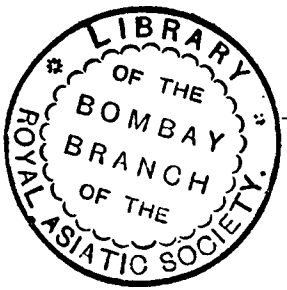
Bombay Chamber of Commerce.

FOR THE YEAR 1905.

133572

(Established 22nd September 1836.)

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 1st MARCH 1905.



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Bombay:
PRINTED FOR THE CHAMBER
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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

The Rt. Hon'ble LORD REAY, LL.D., G.C.I.E.

A. H. CAMPBELL, ESQ.
J. M. MACLEAN, ESQ.

Members.

Messrs. ALLEN BROTHERS & Co.
" BEGBIE (J. A.) & Co.
" BELL, RUSS & Co.
" BENNETT, COLEMAN & Co.
" BLASCHECK (A.) & Co.
" BLACKIE & SON, LD.
" BREUL & Co
" CHUGONDAS & Co
" COOK (THOMAS) & SON.
" COX & Co.
" CRAIGIE, LYNCH AND OWEN.
" CRAWFORD, BROWN & Co.
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" DICKINSON (JOHN) & Co.
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" EWART, LATHAM & Co.
" FARBENFABRIKEN BAYER & Co. (Ltd.)
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THE AUSTRIAN LLOYD'S S. N. COMPANY.
THE BOMBAY COMPANY, LD.
THE BANK OF BOMBAY.
THE B. B. & C. I. RAILWAY.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE G. I. P. RAILWAY.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE MITSUI BUSSAN KAISHA.
THE MERCANTILE BANK OF INDIA, LD.
THE NATIONAL BANK OF INDIA.
THE ALLIANCE BANK OF SIMLA, LD.
THE NEW MOFUSSIL CO., LD.
THE NIPPON YUSEN KAISHA.
THE P. & O. S. N. COMPANY.
THE RUBATTINO S. N. COMPANY.
COMPAGNIE DES MESSAGERIES MARITIMES.
THE SOUTH BRITISH FIRE & MARINE INSURANCE CO. OF NEW ZEALAND.
THE SOUTHERN MAHRATTA RY. CO.
STANDARD OIL COMPANY OF NEW YORK.
THE VACUUM OIL COMPANY.
THE YOKOHAMA SPECIE BANK, LD.
THE NEW ZEALAND INSURANCE CO.
JOHN FACHIRI, ESQ.
AHMEDBHOY HABIBBHOY, ESQ.

RETIRING COMMITTEE.

C. H. ARMSTRONG, ESQ., *Chairman.*
H. E. E. PROCTER, ESQ., *Deputy Chairman.*
F. W. BICKEL, ESQ.
DONALD N. GRAHAM, ESQ.
J. FAIRCLOUGH, ESQ.
GEORGE MILLER, ESQ.
F. T. RICKARDS, ESQ.
FRANK RITCHIE, ESQ.
A. ZYGOURAS, ESQ.

COMMITTEE FOR 1906.

THE HON'BLE MR. H. E. E. PROCTER, *Chairman.*
H. C. WRIGHT, ESQ., *Deputy Chairman.*
F. W. BICKEL, ESQ.
JOHN POLLARD, ESQ.
DONALD N. GRAHAM, ESQ.
GEORGE MILLER, ESQ.
COLONEL H. D. OLIVIER, R. E.
R. G. MONTEATH, ESQ.
J. N. METAXA, ESQ.

J. B. LESLIE-ROGERS, ESQ., SECRETARY.

CHAMBER'S REPRESENTATIVES.

Legislative Council of H. E. the Governor of Bombay.
THE HON'BLE MR. H. E. E. PROCTER.

Bombay Port Trust Board.
C. H. ARMSTRONG, ESQ.
F. W. BICKEL, ESQ.
THE HON'BLE MR. H. E. E. PROCTER.
FRANK RITCHIE, ESQ.
R. G. MONTEATH, ESQ.

Bombay Improvement Trust.
C. H. B. FORBES, ESQ.

Bombay Municipal Corporation,
H. B. FORBES, ESQ.
D. M. INGLIS, ESQ.

PUBLIC HOLIDAYS

FOR THE YEAR 1906.

Sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments' Act, 1881" :—

New Year	1st and 2nd January	Monday and Tuesday	2 Days.
Maha Shivratri	21st February	Wednesday	1 Day.
Mohurrum	6th March	Tuesday	1 ,,
Holi	10th March	Saturday	1 ,,
Jamshedi Naoroz	21st March	Wednesday	1 ,,
Ramnavmi	3rd April	Tuesday	1 ,,
Easter	13th, 14th and 16th April.	Good Friday, Saturday and Monday.	3 Days.
Birthday of His Majesty the King-Emperor.	26th June	Tuesday	1 Day.
Cocoanut Day	4th August	Saturday	1 ,,
Gokul-Ashtami	11th August	Saturday	1 ,,
Ganesh-Chaturthi	23rd August	Thursday	1 ,,
Parsee New Year	13th and 14th September.	Thursday and Friday	2 Days.
Khordadsal	19th September	Wednesday	1 Day.
Dussera	27th September	Thursday	1 ,,
Devali	17th and 18th October.	Wednesday and Thursday	2 Days.
Christmas	24th, 25th and 26th December.	Monday, Tuesday and Wednesday.	3 ,,
New Year	31st December	Monday	1 Day.

Note.—Good Friday, Christmas Day and New Year's Day are holidays under the Negotiable Instruments' Act, but are included in the above list.

HOLIDAYS UNDER CHARTER-PARTIES.

FOR THE YEAR 1906.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1906 :—

New Year	1st January	Monday	1 Day.
Mohurram	6th March	Tuesday	1 ,,
Holi	10th March	Saturday	1 ,,
Ramnavmi	3rd April	Tuesday	1 ,,
Easter	13th April	Good Friday	1 ,,
Birthday of His Majesty the King-Emperor.	26th June	Tuesday	1 ,,
Cocoanut Day	4th August	Saturday	1 ,,
Gokul Ashtami	11th August	Saturday	1 ,,
Ganesh-Chaturthi	23rd August	Thursday	1 ,,
Dussera	27th September	Thursday	1 ,,
Devali	17th October	Wednesday	1 ,,
Christmas	25th December	Tuesday	1 ,,

By order of the Committee,

J. B. LESLIE-ROGERS,

Secretary.

BOMBAY, *4th December* 1905.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

(Revised and adopted down to the Annual General Meeting of the Chamber held on 7th March 1906.)

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and such other means, as the Committee for the time being may think fit, assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III; the names of candidates with their proposers and seconders to be circulated to Members three clear days before the meeting; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

The voting for an election to membership, if done at a General Meeting, shall be done by ballot, and in all voting for election to membership, whether done at a General Meeting or otherwise, the presence in the ballot of black balls in the proportion of one in six votes shall exclude.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 200 per annum.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members; and in the event of the elected representative of the Chamber in the Legislative Council of His Excellency the Governor in Council not being a Member of the Committee at the time of his nomination, he shall also be ex-officio a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be ex-officio Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be ex-officio a Member of Committee during his term of office.

2. At or about the end of each Calendar year, but in no case later than the 31st of January of the succeeding year, separate ballots for the election of a Chairman and of a Deputy Chairman for that succeeding year shall be held on such different days as the outgoing Committee shall appoint. The election of the Chairman shall take place first. The new Committee shall take office on the first day succeeding the holding of the Annual General Meeting as provided under Rule X, and they shall continue to act until the holding of the next Annual General Meeting following.

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two Members of one Firm should not be on the Committee at the same time.

5. No Member of the Chamber shall give more than one vote for a candidate.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, as Chairman or Deputy Chairman, seven clear days before the election takes place.

7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

9. The retiring Committee shall appoint two Scrutineers, who, at 4 P.M. on the second day of each ballot, shall open the box and declare the result.

10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railways and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall, as a rule, meet at least once in each week, but when there is no business of importance to transact, or when a public holiday falls on the day on which the ordinary Weekly Meeting would in natural course take place, the Chairman may, in the absence of any objection by a Member or Members of Committee, postpone the Meeting of the Committee. In no case shall a period longer than twenty-eight consecutive days intervene between successive meetings of the Committee. The proceedings of the Committee shall be recorded in a Minute Book to be kept in the office of the Chamber, and shall be open to the inspection of all Members, subject to such regulations as the Committee may make in this behalf.

X. A General Meeting of the Members shall be held at least once in every year for the consideration of the Annual Report of the outgoing Committee as provided under Rule XVII. Such General Meeting shall be called the Annual General Meeting, and it shall be held on the earliest convenient day after the election of the new Chairman and Deputy Chairman as provided under Rule VII (2), provided that such day shall in no case be later than the 31st March and that at least three clear days' notice be given to Members by circular or by advertisement, in one or more of the English newspapers published in Bombay. The Chairman, or in the absence of the Chairman, then the Deputy Chairman, or in the absence of both these officers, then the Secretary, shall, at the request of the Committee, or within one week of the receipt of a requisition signed by ten or more Members of the Chamber, convene a Special General Meeting of the Chamber for the purpose of considering any specific matter relating to the objects or conduct of the Chamber or Committee. Notice of such Special General Meeting and of the specific matter to be considered shall be given to members by circular or by advertisement in one or more of the English newspapers published in Bombay. Except in cases of urgency, declared as such by the Committee, at least seven clear days' notice shall be given of a Special General Meeting and of the matter to be considered. At the Annual General Meeting or at any Special General Meeting so convened twenty Members entitled to vote shall be a quorum, and any matter, saving only an alteration of or an addition to the Rules and Regulations of the Chamber, may be decided by a bare majority of such a quorum.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of

the establishment, including any requisite legal expenses, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Secretary for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Deputy Chairman for the time being, and by one other Member of the Committee. In the absence of both the Chairman and the Deputy Chairman cheques shall be signed by two Members of the Committee ; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. The appointment of a Secretary and the fixing of his salary shall be made and done by the Committee, and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. Honorary Members.—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. The Committee shall at each Annual General Meeting submit a Report of the transactions of the last calendar year, together with an Audited Statement of Accounts made up to the end of such year, and copies of such Report and such Statement of Accounts shall be circulated to all Members at least seven clear days before the holding of such Annual General Meeting. Copies of the Report may be sent to such of the Chambers of Commerce at home and abroad, and to such other bodies, authorities, and individuals as may be designated by the Committee for the time being.

XVIII. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber ; they shall be printed, and copies shall be distributed to all Members, and no alteration of or addition to these Rules shall be made, save and except by a majority of three-fourths of the

Members of the Chamber present at a General Meeting convened by a Notice issued at least seven clear days before the holding of such meeting, and on which the terms of the proposed alterations or additions shall have been clearly set forth.

XIX. The Committee shall have power to authorize the expenditure out of the funds belonging to the Chamber in each and every year of any sum or sums not exceeding in the aggregate the sum of Rupees Three Thousand for any purpose or purposes which they in their absolute discretion may deem to be fit and proper in the interests of the Chamber.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.

5. The Committee shall appoint a scrutineer who, with the Secretary at 4 P.M. on the second day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act III of 1888 shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber, but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint a scrutineer who, with the Secretary at 4 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of Making Laws and Regulations, under Section I (4) of the Indian Councils Act, 1892, for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney, the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot-box which shall be placed in the Chamber from 10 A.M. to 4 P.M. of the appointed day.

(6) A scrutineer appointed by the Committee shall, with the Secretary, open the ballot-box at 4 P.M. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected; but in the event of an equality of votes for two or more nominees, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

RULES REGARDING GENERAL DISPUTES AND ARBITRATIONS.

(Other than those relating to Piece-Goods.)

I. The Chamber, through its Committee, is prepared to arbitrate upon all questions of mercantile interests submitted :—

(1) either direct from the two parties to the dispute,

(2) or from the two surveyors or arbitrators appointed by the two parties to the dispute.

In (1) the Chamber, through its Committee, will appoint an Arbitrator. In (2) it will appoint an Umpire.

The Arbitrator or Umpire appointed by the Chamber through its Committee must be a Member of the Chamber.

II. The following fees, to be remitted to the Secretary of the Chamber, together with the application for the appointment of an arbitrator or umpire, will be charged :—

(*a*) When both parties to the dispute are members of the Chamber Rs. 15, of which Rs. 5 will go to the funds of the Chamber and Rs. 10 to the gentleman appointed by the Chamber.

(*b*) When only one party to the dispute is a member of the Chamber Rs. 20, of which Rs. 5 will go to the funds of the Chamber and Rs. 15 to the gentleman appointed by the Chamber.

(*c*) When neither party is a member of the Chamber Rs. 45, of which Rs. 15 will go to the funds of the Chamber and Rs. 30 to the gentleman appointed by the Chamber.

(*d*) In the event of the arbitration not being proceeded with, the fee deposited will be refunded, with the exception of the Chamber's fee of Rs. 5 under clauses (*a*) and (*b*) and Rs. 15 under clause (*c*).

Note.—In all cases where the dispute is not capable of being decided in the rooms of the Chamber an extra sum of Rs. 5 will be charged to cover the expenses of the gentleman appointed by the Chamber and will be paid to him.

III. The Committee of the Chamber reserves the right to charge in special cases, involving much time and trouble, a special fee to be fixed by the Committee.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting or subject to, the custom of trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take Counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Madhowji Thakersey.
" Jivram Vassonji.
" Rowjibhai Naranjee, of Messrs. Ruttonsey Canji.
" Chaturbhoj Shivjee.
" Purshotam Kuverji, of Messrs. Tricumdas Purshotam.
" Zaverchand Cullianji, of Messrs. Chunilal Takelchand.
" Mulji Kursondas.
" Kalidas Mulchund, of Messrs. Jivram Vussonji.
" Gordhandas Khimji.
" Jaithabhai Valjee.
" Purshotam Govindjee, of Messrs. Purshotam Govindjee & Co.
" Jivraj Dayal, of Messrs. Ghella Dayal.
" Raghavji Ranji, of Messrs. Muljee Padamsey.
" Waljee Sunderji.
" Hemraj Canji.
" Morarji Veljee.
" Lakhmidas Bhimjee, J. P., of Messrs. Bhimjee, Rowjee, Sons & Co.
" Mathuradas Mowjee, of Messrs. Varjivandas Mulchand.
" Narandas Ramjee, of Messrs. Ramjee Lakhmidas.
Rao Saheb Purshotam Odhavji, J. P.
Mr. Girdhardas Jaithabhai.
" Laljee Jivraj, of Messrs. Ghella Dayal.
" Hariram Velji.
" Jamsetji Framji Kharas.
" Walji Govind, of Messrs. Morarji Cullianji & Co.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. T. W. Birkett and Mr. H. P. Hebblethwaite, of Messrs. Killick, Nixon & Co.
" C. H. Armstrong and Mr. E. Comber, of Messrs. Lyon & Co.
" M. F. Reid, C.I.E., Mr. S. J. Gillum and Mr. R. H. Brooke, of the Bombay Company, Limited.
" J. W. Brown, of Messrs. C. Macdonald & Co.
" A. H. Hammond and Mr. H. Cheetham, of Messrs. Shaw Wallace & Co.

Mr. D. M. Inglis and Mr. G. M. Wilson, of Messrs. Finlay, Muir & Co.

„ A. Foulkes and Mr. O. G. Owen, of Messrs. Owen & Okell.

„ L. B. Ker, of Messrs. Forbes, Forbes, Campbell & Co., Ld.

„ W. Kidston Glen, of Messrs. Latham, Abercrombie & Co.

„ D. K. Seddon, and Mr. N. G. Hunt, of Messrs. Greaves, Cotton & Co.

„ O. Schilizzi and Mr. C. G. Nomico, of Messrs Ralli Brothers.

„ H. Kreis, of Messrs. E. Spinner & Co.

„ F. W. Shaw and Mr. John Pollard, of Messrs. Fleming, Shaw & Co.

„ W. E. Crum, Mr. J. St. John Graham and Mr. L. Barraclough, of Messrs. W. & A. Graham & Co.

„ J. Fairclough and Mr. G. A. Plimmer, of Messrs. Ewart, Latham & Co.

„ R. Tilemann, of Messrs. Schroder, Smidt & Co.

„ H. Holmes, of Messrs. Gysi & Kleinjung.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying, subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire, whether chosen by the arbitrators or appointed by the Committee of the Chamber, is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

FOR THE

MEASUREMENT FOR TONNAGE

of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber, held on 6th March 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods:

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII:—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these Rules.

(*b*) Measurement shall mean measurement by such measurer.

(*c*) Shipper shall mean the person shipping the goods or his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognised for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter, or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Packages shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurement shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The Salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorised to appoint and maintain such staff of Measurers and assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce on the 20th March 1901, in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show—

(*a*) the date, hour and place of measurement;
(*b*) the name of the shipper;
(*c*) the name of the vessel;
(*d*) the port of destination;
(*e*) the number and description of packages;
(*f*) the marks;
(*g*) the measurement;
and in the case of goods shipped by boats;
(*h*) the registered number of the boat;
(*i*) the name of the tindal;

The certificates of measurement shall be issued by the Measurers and shall in every case be signed by the Measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages, provided always that each lot, as soon as it is measured, is loaded into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which, it has been made.

(8) A Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 21.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the Callipers on a package. A peon of the Chamber holding the Callipers may, when standing exactly in front, pull them tight with his hands, but not when standing on one side, nor shall he ever be allowed to pull the Callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the Callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not, and under Orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of Measurement fees leviable under Rules V and XVII shall be as follows :—

(*a*) On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and Waste in pressed bales...pies 3 per bale.

(*b*) On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a*) in packages of diverse dimensions.....anna 1 per package. Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 32 packages all of uniform dimensions.

(*c*) On goods of any description measured on board a vessel ..... anna 1 per package

(*d*) When the work of the Department admits of such an arrangement the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*e*) The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary, accompanied by the sum of Rs. 15, which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one measurer for one ship. If two measurers are applied for two fees of Rs. 15 must be paid at time of application. If a measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.

(*f*) The attendance of a measurer for night duty may be secured in the same manner as above.

(*g*) On Round Timber or Logs, each..... Annas 8

(17) All disputes as to the applicability of (*c*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to (*c*) a refund of pies 6 per package will be made on declaration of the said Committee emitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of Measurement Fees in full shall be made in respect of consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows:—

Length in feet and inches: As found with tape.

Breadth: The mean of two measurements taken with calliper at thickest and thinnest portions.

Depth: Ditto. ditto. ditto.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary, supported by evidence of time as here provided, Refund will be made of the difference between the fee as prescribed under Order (16) (*g*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than one Rupee.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once and to enter therein a claim to

have the goods in question or any portion of them remeasured. And on the said shippers or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken, and shall give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one Measurer is employed, the Measurer whose measurements are disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested Certificate" and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order (21) and should such remeasurement in the opinion of the Committee show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(24) Every Measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The Measurer will retain the first copy and from it write up his certificates; the second copy he will hand to the shippers at the time of measurement and the third to the ship agent's representative on demand.

Provided that when goods are shipped in boats for delivery alongside, the said third copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

(25) One Measurer shall attend in each chowki at 10-30 a.m. for issue of the certificates relating to measurements made on the previous day. Provided that some discretion as to the exact hour of attendance for the purpose stated may be exercised by Measurers on stations where the state of the tide greatly affects the work. Certificates not claimed on the day succeeding measurement shall be

preserved for one week and shall then be destroyed by the Measurer personally. Thereafter a certificate can be obtained only on application to the Secretary with the customary fee of Re. 1 for a duplicate certificate.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1839.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per cent.
1.	On effecting insurance on amount insured...	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1/16
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost ...	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	1/16
14.	On effecting remittances by Bills of Exchange	1/16
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per cent.
23.	On bills of exchange returned, noted or protested	½
24.	On granting and cashing letters of credit	½
25.	On depositing Government paper as security for constituents ...	½
26.	On deposits for short periods 2 or 3 months on amounts of not less than Rs. 25,000...	¼

NATIVE CONSIGNMENTS.

27. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

28.	On procuring freight	2½
	"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, *viz.*, at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."	
	Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	
29.	On collecting freight	2½
30.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
31.	On shipping goods of every description on which no commission for the purchase has been charged	1
32.	On shipping treasure, bullion, and jewellery	⅛
33.	On ship's disbursements when not in funds	1
34.	On account of passage-money, whether the same passes through the Agent's hands or not	5
35.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
36.	On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
37.	On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold	1
	If Opium, Indigo, Raw Silk or Silk Goods	½
	If Treasure, Precious Stones, or Jewellery	¼
38.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 28 of the General Rates of Commission which fixes the rate on "procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January 1877, from which date payment will be regulated in conformity with the following Resolution:—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable in such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888:—"That the resolution passed by the Chamber on 31st October 1876 regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows:—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881:—

"That, having considered the question of ante-dating bills of lading either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said Agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903 :—

"That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

POCKETS OF CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1904 :—

"It is the opinion of the Chamber of Commerce that Pockets of cargo of any kind ought not to be of greater dimensions than 20"×28" and ought not to contain more than 56 lbs."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

AT the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously:—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October 1872.

SHIPS.

AT a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell Mitchell & Co., and unanimously carried:—"That from and after the 1st of January 1857, the following amended Scale be taken to regulate her Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co. and carried unanimously:—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously:—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by Resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

That Rule I prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. dead-weight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901 consisted of three columns, namely, in the first column "Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General Meeting held on the 22nd July 1881 : and in the second column, "Steamers, new scale," as established under the rules adopted at the General Meeting held on 20th July 1883, together with the Rules II and III of 1881 aforesaid : and in the third column, "ships," as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was, therefore, resolved at the Annual General Meeting held on 12th March 1902, "that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwts. ; Coffee in bags or Frazils, 12 cwts.; Copra in robbins, 8 cwts ; Gram in bags, 15 cwts.; Jovari in bags, 16 cwts.; Lang in bags, 16 cwts.; Mowra flowers, 16 cwts. ; Mussor in bags, 16 cwts. ; Teel or Gingelly seed, 14 cwts. ; Rapeseed, 14 cwts.; Mustard seed, 14 cwts. ; Rice in bags, 16 cwts. ; Saltpetre, 16 cwts. ; Wheat, 16 cwts.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annato, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet.
Arrowroot, in cases	40 feet.	50 feet.
Assafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	38 cwt.	20 cwt.
Barilla	16 cwt.	20 cwt.
Barley, in bags	15 cwt.	.....
† Bran, in bags (pressed)	10 cwt.	.....
Do. do. (unpressed)	9 cwt.	.....
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags...	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	.....
*Bones, crushed, in bags (as per Standard A preserved by the Chamber) ..	11 cwt.	.....
*Do. B do. do	14 cwt.	.....
*Do. C do. do	17 cwt.	.....

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45½×25 inches.

* At the Annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added : These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bones, loose	.....	.....
Books	40 feet.	50 feet.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases...	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	50 feet.
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 feet.	50 feet.
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Cocculus Indicus, in bags	13 cwt.	16 cwt.
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	14 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 cwt.
Colocynth, in cases	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins...	8 cwt.	12 cwt.
Do. in bags	...	12 cwt.
Cut Copra, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags... ...	16 cwt.	20 cwt.
*Cotton Seed	13 cwt.	.....
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 cwt.	12 cwt.
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
† Cylindrical Packages, Rolls, &c.	40 feet.	40 feet.
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	.....
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 cwt.	20 cwt.

* The following resolution was adopted at the Annual General Meeting on 6th March 1901:—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

† On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages; namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 12th March 1902).

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fennel Seed	10 cwt.	...
Fenugreek or Methey Seed	17 cwt.	...
Flour, in bags	18 cwt.	...
Do. middlings, or sharps, in bags	12 cwt	...
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags...	15 cwt.	16 cwt.
Do. (Persian), in double bags...	17 cwt.	...
Do. (Arabic) „ „		
Hurtall, in cases...	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet.
Do. loose or in bundles	5 cwt.	7 cwt.
Hides & Skins, in screwed bales	40 feet.	50 feet.
Do. loose and in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt.
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	20 cwt.
Jackwood	40 feet.	50 feet.
Jowaree, in bags	18 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	...
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales ...	40 feet.	50 feet.
Do. in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrabollams, in bags	13 cwt.	16 cwt.
*Myrabollams, crushed, in bags	10 cwt.	...
Myrabollam Powder	15 cwt.	...
Niger Seed	14 cwt.	17 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	...
Do. Cake (machine pressed flat) except Cocoanut	17 cwt.	...
Do. do. Cocoanut (machine pressed flat) of all shapes	15 cwt.	...
Do. do. of all kinds (hand or bullock pressed)	12 cwt.	...

* *At the Annual General Meeting held on 11th March 1903, it was resolved that the following footnote to the item Crushed Myrabollams in the Chamber's Tonnage Scale be added :—*

This standard is for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber, which may fix any scale as per standards, intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A Survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Castor Seed, known as Bold Cawnpore description	10 cwt.	17 cwt.
Castor Seed, other sorts	13 cwt.	17 cwt.
Teel or Gingelly Seed	15 cwt.	...
Rape Seed...	16 cwt.	...
Mustard Seed	16 cwt.	...
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Paper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	17 cwt.
Do. double bags (1½ cwt.)	13 cwt.	16 cwt.
Poppy Seed, single bags (1½ cwt.)	14 cwt.	17 cwt.
Do. double bags (1½ cwt.)	14 cwt.	17 cwt.
Rattans, in bundles	13 cwt.	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood...	13 cwt.	16 cwt.
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	29 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags	13 cwt.	...
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt.

ARTICLES.	STEAMERS.	SHIPS.
Salt	To the Ton. 28 Indian maunds of 82⅔ lbs.	To the Ton. 28 Indian maunds of 82⅔ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandal and Sapan Wood	11 cwt.	16 cwt.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt.	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarinds	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak: Square Planks and Poon	40 feet.	50 feet.
Do. Round, one-fifth off	...	...
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 feet.	50 feet.
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	...
Whanghees (*vide* Canes)	13 cwt.	16 cwt.
Wheat	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales	40 feet.	50 feet.
Zedory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Framed and Sanctioned under Sections 43, 43A, and 43B "BOMBAY PORT TRUST ACT, 1879."

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 4 0	1	Acids, viz.:—Carbolic, Citric, Gallic & Tannic	Case ...	0 5 0	0 5 0
0 2 0	0 2 0	2	Do. do. do. do. ...	Drum ...	0 2 0	0 2 0
0 4 0	0 4 0	3	All other Acids	Case ...	0 9 0	0 9 0
0 3 0	0 3 0	4	Do. do.	Half-case ...	0 6 0	0 6 0
0 2 0	0 2 0	5	Do. do.	Drum ...	0 5 0	0 5 0
0 1 0	0 0 6	6	Aërated Waters	One dozen ...	0 1 3	0 1 3
1 0 0	1 0 0	6A	Alabaster	Ton ...	2 4 0	2 4 0
0 3 0	0 4 0	7	Ale, Beer, Porter and Cider in wood ...	Hogshead ...	0 7 0	0 7 0
0 0 6	0 0 3	8	Do do. do. do. in bottles ...	One doz. qts. or 2 doz. pints.	0 1 6	0 1 6
0 2 0	0 2 0	9	Do. do.	Killderkin ...	0 3 6	0 3 6
0 1 0	0 1 0	10	Do. do.	Firkin ...	0 2 0	0 2 0
0 8 0	0 8 0	11	Almonds in bags	Ton ...	1 12 0	1 12 0
Measurement.		11A	Almonds in Casks	Package ...	Measurement.	
0 8 0	0 8 0	12	Alum	Ton ...	1 4 0	1 4 0
0 9 0	0 4 0	12A	Ammonia in Cylinders	Package ...	0 9 0	0 9 0
0 12 0	0 8 0	13	Anchors	Ton ...	1 12 0	1 12 0
		14	Do.	Coolie-load ...	0 2 0	0 2 0

0	1	0	0	2	0	15	Apparel, not accompanying passegers ...	Case or package ...	Measurement.			
0	8	0	0	8	0	16	Arrowroot, coun ry	Ton ...	3	4	0	2 4 0
Measurement.						17	Do.	Case or package ...	Measurement.			
Do.						18	Arsenic	Package ...	Do.			
0	8	0	0	4	0	19	Asphalte...	Ton ...	1	12	0	1 12 0
0	8	0	0	12	0	20	Assafœtida, refin d	Do. ...	4	0	0	4 0 0
0	2	0	0	2	0	21	Do. do. cases or packages with a minimum charge for a single case or package of one anna.	Cwt. ...	0	6	0	0 6 0
0	8	0	0	12	0	22	Do. coarse	Ton ...	2	0	0	2 0 0
						23	Attar—*see* Oils, perfumed.					
0	12	0	0	8	0	24	Ballast and Kentledge by cart	Do. ...	0	4	0	0 4 0
						25	Do. do. by lighters to or from Port Trus Bunders	.....	Free.			
						25A	Bamboos, superior, for spear handles, &c. ...	Per bundle of 50 ...	0	4	0	0 4 0
						25B	Do. do.	Per bundle of 100 ...	0	8	0	0 8 0
						25C	Do. do.	Per 100 loose ...	0	8	0	0 8 0
0	2	0	0	2	0	26	Bangles, foreign	Case ...	0	7	0	0 7 0
0	1	0	0	1	0	27	Bardans	Bundle or package ...	0	4	0	0 4 0
0	1	0	0	0	6	28	Baskets, cane	Dozen ...	0	1	6	0 1 6
Measurement.						28A	Bayonets	Each ...	0	2	0	0 2 0
0	2	0	0	2	0	29	Beads in cases	Case ...	0	7	0	0 7 0
						30	Beeda-nuts—*see* Myrabolams.					
0	3	0	0	4	0	31	Beef and Pork	Tierce ...	0	7	0	0 7 0
0	2	0	0	2	0	32	Do.	Barrel ...	0	4	6	0 4 6
						33	Beer—*see* Ale.					
0	1	0	0	2	0	34	Bees' wax	Package ...	0	5	0	0 5 0
0	8	0	0	8	0	35	Betel-nut	Ton ...	1	13	0	1 13 0
1	0	0	0	8	0	36	Bhang	Do. ...	2	12	0	2 12 0
0	8	0	0	4	0	37	Bicycles, Tricycles and Velocipedes ...	Each ...	2	0	0	2 0 0
6	0	0	4	0	0	38	Billiard Tables...	Do. ...	10	0	0	10 0 0
0	8	0	0	6	0	39	Biscuits, ship	Ton ...	2	0	0	2 0 0
Measurement.						40	Do. in cases	Case ...	Measurement.			

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 1 0	0 1 0	41	Biscuits in tins, loose	One dozen ...	0 4 6	0 4 6
0 1 0	0 1 0	42	Blood-stones, Cambay-stones and Gold-stones	Case or package ...	0 5 0	0 5 0
Special.		43	Boats, ordinary ships'	Each ...	2 8 0	2 8 0
Do.		44	Boilers	.....	Same rates as Machinery.	
0 12 0	0 8 0	45	Bones, Bone-dust, Bone-meal and Blood manure	Ton ...	1 12 0	1 2 0
Measurement.		46	Books	Case or package ...	Measurement.	
Do.		47	Boots and Shoes, foreign	Do. ...	Do.	
0 8 0	0 8 0	48	Borax, unrefined	Ton ...	2 0 0	2 0 0
Measurement.		49	Bottles, empty; Medicine Phials	Case or Package ...	Measurement.	
0 2 0	0 2 0	50	Bottles, empty, quarts	Gross ...	0 6 0	0 6 0
0 2 0	0 2 0	51	Do. do. pints	Do. ...	0 4 0	0 4 0
Measurement.		52	Do. do. of smaller size than pints...	Case or package ...	Measurement.	
0 8 0	0 6 0	53	Bran	Ton ...	0 12 0	0 12 0
		54	Brass Leaves—*see* Oxidue.			
0 8 0	0 6 0	55	Do. of sorts and Brassware ...	Do.	2 0 0	2 0 0
Measurement.		56	Do. do. when no weight given.		Measurement.	
0 0 6	0 0 3	57	Bricks, Bath	Dozen ...	0 0 6	0 0 6
0 8 0	0 6 0	58	Do. Fire	Ton	1 12 0	1 12 0
0 1 0	0 1 0	59	Buckets, Iron	One Dozen ...	0 3 0	0 3 0
0 8 0	0 8 0	60	Bullion, Specie, Gold and Silverware, Plate, &c.	Box or case ...	0 8 0	0 8 0

0	8	0	0	8	0	61	Camphor	...	Ton	...	2	12	0	2	12	0
0	2	0	0	2	0	62	Camphorwood Drawers and Boxes ...	...	Each case	...	0	8	0	0	8	0
0	1	0	0	0	6	63	Candles	...	Cwt.	...	0	4	0	0	4	0
						64	Canes—*see* Rattans.									
0	2	0	0	2	0	65	Canvas	...	Bale	...	0	8	0	0	8	0
0	1	0	0	0	6	66	Do.	...	Bolt	...	0	2	6	0	2	6
0	2	0	0	2	0	67	Cardboards and Strawboards... ...	...	Case or bale	...	0	6	0	0	6	0
0	3	0	0	2	0	68	Carpets, woollen or foreign	...	Case or package	...	0	11	0	0	11	0
0	3	0	0	2	0	69	Do. cotton	...	Do.	...	0	6	0	0	6	0
0	1	0	0	2	0	70	Cardamoms	...	Cwt.	...	0	4	0	0	4	0
						71	Do. bastard—*see* Spices.									
3	0	0	2	8	0	72	Carriages, four-wheeled	...	Each	...	10	0	0	10	0	0
2	0	0	1	4	0	73	Carriages, two-wheeled	...	Do.	...	8	0	0	8	0	0
							Do. to or from Indian Coast Ports, 4-wheeled.		Do.	...	4	0	0	4	0	0
							Do. do. do. do. 2 do.		Do.	...	3	0	0	3	0	0
0	8	0	0	8	0	74	Cassaware		Ton	...	2	0	0	1	12	0
0	1	0	0	1	0	75	Casks and Hogsheads, empty ...	...	Each	...	0	2	6	0	2	6
0	0	9	0	0	6	76	Do. do half and quarter	...	Do.	...	0	1	3	0	1	3
0	2	0	0	1	6	77	Butts, Pipes and Puncheons ...	...	Do.	...	0	3	6	0	3	6
0	8	0	0	6	0	78	Cement	...	Ton	...	1	2	0	1	2	0
0	8	0	0	6	0	79	Chalk	...	Do.	...	1	6	0	1	6	0
Measurement.						80	Cheese, in cases	...	Case	...	Measurement.					
0	0	6	0	0	3	81	Do. loose	...	Each	...	0	0	6	0	0	6
						82	Chemicals—*see* Drugs and Medicines									
0	8	0	0	8	0	83	Chillies, dried	...	Ton	...	1	2	0	1	2	0
0	8	0	0	8	0	84	China, copper cash	...	Do.	...	1	12	0	1	12	0
0	6	0	0	3	0	85	Do. white copperware	...	Case	...	0	8	0	0	8	0
0	3	0	0	2	0	86	Do. garden seats	...	Each	...	0	4	0	0	4	0
Measurement.						87	Do. and Japanware	...	Case	...	Measurement.					
0	1	6	0	0	9	88	Do. ware in rolls, large	...	One dozen	...	0	6	0	0	6	0
0	1	6	0	0	6	89	Do. do. small	...	Do.	...	0	3	0	0	3	0

* Such carriages will only be allowed to remain in the transit shed or in the open for 24 hours free of rent. The fee will be repeated for every 3 days they remain on the Dock premises beyond 24 hours.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 1 0	0 0 6	90	China Preserves, Chow-chow, &c.	Case of over ½ doz.	0 5 0	0 5 0
0 1 0	0 0 3	91	Do. do. do.	Case of ½ doz. & under	0 3 0	0 3 0
0 8 0	0 8 0	92	Do. Roots	Ton ...	2 0 0	2 0 0
Measurement.		93	Cigars or Cheroots	Case ...	Measurement.	
0 8 0	0 8 0	94	Clay, China and Fire	Ton ...	2 0 0	2 0 0
0 3 0	0 2 0	95	Clocks	Case of under 8 c.ft.	0 8 0	0 8 0
0 6 0	0 4 0	96	Do.	Do. over 8 c.ft. ...	0 14 0	0 14 0
1 0 0	0 10 0	97	Clove, Stems	Ton ...	1 4 0	1 4 0
0 8 0	0 2 0	98	Coal, Coke, Cinders, Ashes, Patent Fuel, Dust and Rubbish	Do. ...	0 14 0	0 14 0
0 8 0	0 2 0	99	Coal and Coke in bags	Do. ...	0 10 0	0 10 0
0 3 0	0 2 0	100	Cocoanuts (with a minimum charge of 2 as. per bag)	Per 1,000 ...	0 8 0	0 8 0
0 1 3	0 1 0	101	Cochineal	Cwt. ...	0 3 3	0 3 3
0 8 0	0 8 0	102	Coffee	Ton ...	1 8 0	1 8 0
0 1 6	0 1 0	103	Coins, copper	Box or package ...	0 3 0	0 3 0
		104	Do. gold and silver—*see* Bullion.			
0 8 0	0 8 0	105	Coir, Fibre	Ton ...	1 2 0	1 9 0
0 3 0	0 2 0	106	Do. pressed	Bale ...	0 3 6	0 3 6
0 12 0	0 8 0	107	Do. Rope, Cable, Cordage and Yarn ...	Ton ...	1 2 0	1 4 0
0 8 0	0 8 0	108	Colomba-root	Do. ...	2 0 0	2 0 0
Measurement.		109	Confectionery	Case ...	Measurement.	

0	12	0	0	6	0	110	Copper Sheets...	Ton	...	2	0	0	1	4	0
0	8	0	0	6	0	111	Do Cakes, Slabs or Tiles	Do.	...	1	12	0	1	8	0
0	8	0	0	6	0	112	Do. Ware and Wire	Do.	...	2	0	0	1	12	0
Measurement.						113	Do. do. when no weight is given ...	Package	...	Measurement.					
0	12	0	0	8	0	114	Copperas, Sulphate of Iron and Sulphate of Copper	Ton	...	2	0	0	2	0	0
0	8	0	0	8	0	115	Copra	Do.	...	1	0	0	1	0	0
0	4	0	0	2	0	116	Coral	Box	...	0	13	0	0	13	0
Measurement.						117	Do. imitation	Case	...	Measurement.					
0	12	0	0	10	0	118	Cordage and Rope—Hemp, Europe and Manilla	Ton	...	2	4	0	2	4	0
0	8	0	0	8	0	119	Coriander seed	Do.	...	1	9	0	1	9	0
Measurement.						120	Corks	Bale or case	...	Measurement.					
						121	Cotton, Raw*—								
0	3	0	0	2	0	A	Indian pressed bales (3½ cwts. *plus* tare) or docras of 3 cwts. or under	Bale or Docra	...	0	2	0	0	2	0
0	4	6	0	2	6	B	American or other pressed bales of 4 cwts. or over	Bale	...	0	3	6	0	3	6
0	6	0	0	3	0	C	Egyptian or other pressed bales of 6 cwts. or over and unpressed bales or docras of over 3 cwts.	Bale or Docra	...	0	5	0	0	5	0
						122 123	*Cancelled.*								
0	8	0	0	8	0	124	Cowries...	Ton	...	1	8	0	1	8	0
Special.						125	Crackers, China	Case of 1 picul of 133 lbs.	...	0	6	0	0	6	0
Do.						126	Do. do.	Do. under 1 picul	...	0	4	0	0	4	0

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bunder is allowed to be landed at the Harbour side of the East Wharf of the Docks, and will be shipped at 2/3rds of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p
Measurement.		127	Crockery, Queen's porcelain and earthenware.	Crate or hhd. ...	Measurement	0-4-0 for a case up to 12 c.ft. 0-6-0 do. 20 c.ft. and above 20 c. ft. under Items Nos. 403 and 407.
0 8 0	0 8 0	128	Cumin seed	Ton ...	2 12 0	2 12 0
Measurement. Special.		129	Cutlery...	Case ...	Measurement.	
0 8 0	0 8 0	130	Dammer	Ton ...	2 1 0	2 1 0
0 8 0	0 6 0	131	Dates, dry	Do. ...	1 0 0	1 0 0
0 2 0	0 1 0	132	Do. wet	Do. ...	1 0 0	1 0 0
0 12 0	0 8 0	133	Do. in pots...	One doz. pots. ...	0 6 0	0 6 0
Measurement.		134	Disinfecting Powder...	Ton ...	1 8 0	1 8 0
		135	Drugs and Medicines, foreign, not enumerated.	Case ...	Measurement.	
1 0 0	0 8 0	136	Drugs, country	Ton ...	2 4 0	2 4 0
0 4 0	0 2 0	137	Do. do.	Case ...	0 3 0	0 3 0
0 8 0	0 8 0	138	Dyes, country and foreign in bulk ...	Ton ...	2 0 0	2 0 0
0 3 0	0 1 0	139	Dyes, foreign	Case or package ...	Measurement.	
0 3 0	0 1 0	140	Dragon's blood	Do. ...	0 7 0	0 7 0
		141	Earthenware, foreign—*see* Crockery.			

0	12	0		0	8	0	142	Earthenware Piping, Retorts, &c., for Drainage	Ton	...	1	12	0	1	12	0
							143	Elephants' Tusks and Moyes' Teeth—*see* Ivory.								
0	4	0		0	2	0	144	Fans	Case	...	0	7	0	0	7	0
0	12	0		0	10	0	145	Fat, Grease, Lard and Tallow	Ton	...	2	0	0	2	0	0
0	4	0		0	2	0	146	Feathers...	Case or Package	...	0	7	0	0	7	0
Measurement.							147	Felt	Bale	...	Measurement.					
Special.							148	Firewood	Ton	...	0	12	0	0	12	0
1	0	0		1	0	0	149	Fishmaws	Do.	...	2	2	0	2	2	0
0	4	0		0	2	0	150	Flax and Linen Piece-goods	Bale	...	0	7	0	0	7	0
0	12	0		0	8	0	151	Flour, except Cornflour and Farinaceous preparations in tins (*vide* items 271-3) ...	Ton	...	0	10	0	0	8	0
Special.							152	Fruits, fresh, foreign	Case	...	0	2	0	0	2	0
Do.							153	Do. do. do.	Barrel	...	0	2	6	0	2	6
0	8	0		0	8	0	154	Do. dried, not enumerated	Ton	...	2	0	0	2	0	0
0	2	0		0	1	0	155	Do. do. from Europe	Case	...	Measurement.					
Special.							156	Do. fresh, from Zanzibar and Muscat ...	Basket	...	0	2	0	0	2	0
Measurement.							157	Furniture	Case	...	Measurement.					
0	1	0		0	0	6	158	Chairs, loose	Each	...	0	1	6	0	1	6
							159	Gallnuts—*see* Myrabolams.								
1	0	0		0	8	0	159A	Gallnuts, Persian	Ton	...	As Country Drug.					
1	0	0		0	10	0	160	Ghee	Do.	...	1	12	0	1	12	0
0	8	0		0	8	0	161	Ginger, dry	Do.	...	1	2	0	1	4	0
Measurement.							162	Glassware	Hhd. or crate	...	Measurement.					
0	1	6		0	0	9	163	Glass, window	Box under 6 c. ft.	...	0	2	6	0	1	9
Measurement.							163A	Do.	„ over 6 c. ft.	...	Measurement.					
0	3	0		0	2	0	164	Do. broken	Box or package	...	0	6	0	0	6	0
0	4	0		0	2	0	165	Goats' hair, pressed	Bale	...	0	6	0	0	8	0
							166	Gold, Gold-leaf, &c.—*see* Bullion.								
0	2	0		0	1	0	167	Gold leaf, mock	Box or package	...	0	8	0	0	8	0
0	8	0		0	6	0	168	Grains, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.	Ton	...	0	9	0	0	8	0
0	8	0		0	6	0	169	Ground-nuts	Do.	...	0	13	0	0	13	0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 8 0	0 8 0	170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin Bdellium	Ton.	2 4 0	2 0 0
0 6 0	0 3 0	171	Gunny pieces and bags	Bale of over 200 pieces ...	0 5 0	0 6 0
0 4 0	0 2 0	172	Do. do.	Half bale (above 50 & up to 200 pieces)	0 4 0	0 4 0
0 1 0	0 0 6	173	Do. do.	Bale of 50 pieces ...	0 2 0	0 2 0
Special.		174	Gunpowder	Package ...	Special.	
Do.		175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.			
0 4 0	0 2 0	176	Guns, Small Arms, Sporting Guns, Rifles ...	Each ...	0 9 0	0 9 0
0 2 0	0 1 0	177	Do. do. Pistols, Revolvers, &c.	Do. ...	0 7 0	0 7 0
Measurement.		178	Haberdashery, Millinery, Hosiery, &c. ...	Case ...	Measurement.	
Do.		179	Hams in cases	Do. ...	Do.	
0 0 6	0 0 3	180	Do. in canvas, loose	Do. ...	0 0 6	0 0 6
0 12 0	0 8 0	181	Hardware	Ton ...	2 4 0	1 12 0
Measurement.		182	Do. when no weight is given	Case ...	Measurement.	
0 8 0	0 3 0	183	Harmonium and Organs if under 20 cubic ft.	Each ...	1 4 0	1 4 0
1 0 0	0 4 0	184	Do. do. if 20 c. ft. and under 30 c. ft.	Do. ...	1 13 0	1 13 0
1 8 0	0 6 0	185	Do. do. „ 30 c. ft and „ 40 c. ft.	Do. ...	2 6 0	2 6 0
2 0 0	0 8 0	186	Do. do. „ 40 c. ft. and „ 50 c ft.	Do. ...	3 0 0	3 0 0
2 4 0	0 9 0	187	Do. do. „ 50 c. ft. and „ 60 c. ft.	Do. ...	5 0 0	5 0 0
2 8 0	0 10 0	188	Do. do. „ 60 c. ft. and „ 70 c. ft.	Do. ...	8 0 0	8 0 0

2	12	0	0	11	0	189	Harmo.& Organs if 70 c. ft. and under 80 c. ft.	...	Do.	...	12	0	0	12	0	0
3	0	0	0	12	0	190	Do. do. „ 80 c. ft. and over	...	Do.	...	15	0	0	15	0	0
Measure ment.						191	Harness and Harness requisites ...	...	Case	...	Measure ment.					
						192	Hats and Caps—*see* Haberdashery.									
Special.						193	Hay and Straw, pressed	...	Bale	...	0	4	6	0	4	6
0	8	0	0	6	0	194	Hemp, loose, in bundles	...	Ton	...	1	13	0	1	13	0
0	4	0	0	2	0	195	Hemp, pressed	...	Bale	...	0	4	0	0	3	0
0	4	0	0	2	0	196	Hessians...	...	Do.	...	0	5	0	0	3	0
0	8	0	0	4	0	197	Hides, Buffalo, &c.	...	One hundred	...	1	0	0	1	0	0
0	12	0	0	8	0	198	Horns, of kinds	...	Ton	...	1	6	0	1	6	0
Special.						199	Ice	...	Do.	...	1	12	0	1	12	0
						200	Do. small quantities for use of ships in Docks				Free.					
						201	Incense—*see* Olibanum.									
Measure ment.						202	Indian Condiments	...	Case	...	Measure ment.					
0	8	0	0	8	0	203	Indigo	...	Ton	...	2	0	0	2	0	0
Measure ment.						204	Instruments, Drawing, Mathematical, Musical, &c., not enumerated	...	Case	...	Measure ment.					
0	6	0	0	3	0	205	Ink	...	Case or package	...	0	11	0	0	11	0
0	8	0	0	4	0	206	Do.	...	Cask	...	0	14	0	0	14	0
Measure ment.						207	Do.	...	Package of not more than 50 lbs.	...	0	2	0	0	2	0
0	8	0	0	8	0	208	Ironmongery	...	Ton	...	2	4	0	2	0	0
Measure ment.						209	Do. when no weight is given	...	Package	...	Measure ment.					
							Iron and Steel—									
0	8	0	0	4	0	210	(i) Iron or Steel Bars, Hoops, Pig, Rods, Scrap, Sheets, Bands, Angle, T, and Old...		Ton	...	1	3	0	1	2	0
0	8	0	0	4	0	210	(ii) Steel, Fagot, Keg, Spring and Octagon.		Do.	...	1	8	0	1	8	0
0	12	0	0	6	0	211	Iron or Steel—other than the foregoing, including Girders, Castings, Pipes, &c., under 1½ tons weight, and galvanized iron Tubes and Pipes	...	Do.	...	1	10	0	1	10	0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
		212	Iron or Steel—for weights above 1½ tons—*see* Rates for Machinery.			
0 1 3	0 1 0	213	Ivory, Elephants' Tusks, &c....	Cwt. ...	0 3 3	0 3 0
0 3 0	0 2 0	214	Ivoryware	Package ...	0 10 0	0 10 0
0 8 0	0 8 0	215	Jaggery	Ton ...	0 12 6	0 12 6
0 4 0	0 2 0	216	Jars, fancy, large, China and Japan... ...	Each ...	0 3 0	0 3 0
1 8 0	0 12 0	217	Do. common, large	One hundred ...	6 0 0	6 0 0
1 0 0	0 8 0	218	Do. do. small	Do. ...	4 0 0	4 0 0
1 0 0	1 0 0	219	Jewellery and Trinkets*	Box or package ...	1 8 0	1 8 0
0 4 0	0 2 0	220	Jewellery and Trinkets, imitation	Do. ...	0 8 0	0 8 0
0 3 0	0 2 0	221	Jute, pressed	Bale ...	0 5 0	0 3 0
Special.		222	Kerosene Oil	Case of 8 imp. gal. ...	0 1 3	0 1 3
0 8 0	0 8 0	223	Khootwood	Ton ...	2 0 0	2 0 0
1 0 0	0 8 0	224	Lac	Do. ...	2 8 0	2 8 0
0 2 0	0 1 0	225	Lac-dye	Package ...	0 7 0	0 7 0
0 4 0	0 2 0	226	Lace and Thread, Gold and Silver, or Kinkob	Do. ...	0 8 0	0 8 0
Measurement.		227	Do. do. do. do. mock ...	Case or package ...	Measurement.	
0 8 0	0 8 0	228	Lead, Pig, Piping, Sheet and Rolls	Ton ...	1 8 0	1 8 0
0 8 0	0 8 0	229	Do. Black, White and Red...	Do. ...	2 4 0	2 4 0
0 8 0	0 8 0	229A	Lead, Red, Imitation (Red Earth or Ochre).	Do. ...	1 0 0	1 0 0
0 8 0	0 8 0	230	Do. Shot	Do. ...	2 4 0	2 4 0
0 4 0	0 2 0	231	Leather, foreign	Case or package ...	Measurement.	

* Packages containing single articles of Jewellery and Trinkets shall be charged for under Item 398.

0	8	0	0	8	0	232	Liquorice root...	Ton ...	2	0	0	1	8	0
						233	Live Stock :—							
			Special.			233	Bullocks	Each ...	1	0	0	1	0	0
						I								
						A	Cows and Buffaloes...	Do. ...	1	12	0	1	12	0
						B	Calves and Pigs	Do. ...	0	10	0	0	10	0
						C	Dogs and Monkeys	Do. ...	0	3	0	0	3	0
						D	Donkeys	Do. ...	1	12	0	1	12	0
						E	Deer	Do. ...	0	10	0	0	10	0
						F	Elephants	Do. ...	6	0	0	6	0	0
						G	Fowls and Ducks	One dozen ...	0	3	6	0	3	6
						H	Goats and Sheep	Each ...	0	5	0	0	5	0
						I	Horses*	Do. ...	2	0	0	2	0	0
						J	Mules	Do. ...	2	0	0	.....		
			Special.			K	Pigeons, Quails and Partridges	Per dozen ...	0	2	0	0	2	0
						L	Turkeys and Geese	Do. ...	0	6	0	0	6	0
						M	Tigers, Bears, Crocodiles, and other Wild Animals	Each ...	5	0	0	5	0	0
						M-1	Tigers and other Wild Animals, cubs of...	Do. ...	1	0	0	1	0	0
						N	Other small birds				Free.			
						O	Small birds or Animals, such as Cats, Monkeys, &c., in charge of the owner.				Do.			
						P	Animals for public gardens in India ...				Do.			
						234	Luggage of European sailors, ship captains, members of the Water Police, and Preventive officers when proceeding on or returning from duty at the Docks ...				Do.			
0	2	0	0	2	0	235	Luggage, passengers' (See also item No. 409).	Portmanteau & hand packages.	0	1	0	0	1	0
0	2	0	0	2	0	236	Luggage, passengers' (See also item No. 409).	Trunks and cases ...	0	2	0	0	2	0
0	12	0	0	8	0	237	Machinery, up to ¼ ton weight	Ton ...	1	4	0	1	4	0

* When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How Charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
1 0 0	*0 12 0*	*238*	*Machinery over ½ and not exceeding 1½ tons.*	Ton ...	1 10 0	1 10 0
1 4 0	1 0 0	239	Do. over 1½ and not exceeding 5 tons.	Do. ...	1 14 0	1 14 0
1 8 0	1 2 0	240	Do. over 5 and not exceeding 8 tons.	Do. ...	2 4 0	2 4 0
2 0 0	1 4 0	241	Do. over 8 and not exceeding 11 tons.	Do. ...	4 0 0	4 0 0
2 8 0	1 8 0	242	Do. over 11 and not exceeding 15 tons	Do. ...	5 0 0	5 0 0
3 0 0	1 12 0	243	Do. over 15 and not exceeding 100 tons.	Do. ...	7 8 0	7 8 0
0 8 0	0 8 0	244	Madder or Munjeet	Do. ...	2 0 0	1 8 0
1 0 0	1 0 0	245	Marble and Marble Slabs	Do. ...	2 4 0	2 4 0
Measurement.		246	Matches	Case ...	Measurement.	
0 4 0	0 2 0	247	Mats of sorts, foreign	Package of 50 ...	0 5 6	0 5 6
0 2 0	0 1 0	248	Do. country...	One hundred ...	0 6 0	0 6 0
Measurement.		248A	Mats, Zanzibar...	Package ...	Measurement.	
0 4 0	0 2 0	249	Matting, coir	Do. ...	0 5 0	0 5 0
0 6 0	0 3 0	250	Do. rolls of coir carpet...	Do. ...	0 8 0	0 8 0
		251	Medicines—*see* Drugs.			
0 12 0	0 10 0	252	Metals, unenumerated...	Ton ...	2 0 0	1 4 0
Special.		253	Military Stores, other than Arms, equipment not enumerated, up to 5 tons	Do. ...	2 0 0	2 0 0
		254	Do. for weights above 5 tons—*see* Rates for Machinery.			
		255	Do. when no weight is given	Package ...	Measurement.	
		256	Millinery—*see* Haberdashery.			
		257	Mill furnishings—*see* Rates for Machinery.			

0	2	0	0	1	0	258	Mineral waters...	Case or cask ...	0	5	0	0	5	0
0	8	0	0	8	0	259	Mother-o'-Pearl Shells	Ton ...	2	4	0	1	12	0
Same rates as machinery.						259A	Motor Cars, Wagons and Lorries, and their Accessories.	Case or package ...	Same rates			as machinery.		
2	0	0	1	4	0	259B	Motor-Bicycles or Tricycles	Each ...	8	0	0	8	0	0
0	12	0	0	8	0	260	Mowra Flowers...	Ton ...	0	15	0	0	15	0
0	4	0	0	4	0	261	Musk	Case or package ...	1	4	0	1	4	0
0	6	0	0	4	0	262	Myrabolams or Gall-nuts and Beeda-nuts ...	Ton ...	0	15	0	0	15	0
0	8	0	0	8	0	263	Nails, of sorts	Do. ...	1	12	0	1	12	0
Special.						264	Naphtha	Case or carboy ...	0	3	0	0	3	0
0	8	0	0	8	0	265	Nux Vomica	Ton ...	2	0	0	1	8	0
0	12	0	0	8	0	266	Oilcake	Do. ...	1	2	0	1	2	0
0	1	0	0	1	0	267	Oils—Linseed, Castor, Gingelly, and other Vegetable.	Tin, drum or case up to 10 Imperial gals.	0	2	6	0	2	6
0	12	0	0	8	0	268	Do. do. do, in casks ...	Ton ...	1	8	0	1	8	0
0	8	0	0	4	0	269	Oils, perfumed...	Case or pot ...	0	10	0	0	10	0
Measurement.						270	Oilcloth and Floorcloth	Ton ...	2	0	0	2	0	0
0	1	0	0	0	9	271	Oilman's Stores	Case below 2 c. ft. ...	0	2	0	0	2	0
0	1	6	0	1	0	272	Do.	Case from 2 to 5 c. ft.	0	4	0	0	4	0
Measurement.						273	Do.	Case from 5 c. ft. and upwards ...	Measurement.					
1	0	0	0	8	0	274	Olibanum or Incense	Ton ...	1	12	0	1	8	0
1	8	0	1	0	0	275	Opium	Chest of 140 lbs. ...	1	12	0	1	4	0
0	12	0	0	8	0	276	Do.	Half chest ...	0	14	0	0	10	0
						276A	Ore, Manganese	Ton ...	.....			0	8	0
						276B	Ore, Mineral, other than Manganese ...	Do. ...	.....			0	12	0
						277	Organs and Harmoniums—*see* Harmoniums.							
0	1	0	0	0	6	278	Orsidue or brass leaves	Package ...	0	2	6	0	2	6
0	1	0	0	0	6	279	Overland post parcels	Each ...	0	2	6	0	2	6
0	8	0	0	8	0	280	Paints, oil	Ton ...	2	4	0	2	4	0
0	4	0	0	2	0	281	Paper, of kinds (including bales of old newspapers)	Case or Bale ...	0	6	0	0	6	0
0	4	0	0	3	0	281A	Paper imported from Calcutta or any Ports of British India	Bale ...	0	4	0	0	6	0

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How Charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
1 0 0	1 0 0	282	Pearls	Box or package ...	1 0 0	1 0 0
		283	Do. imitation	Do. do. ...	0 7 0	0 7 0
Measurement.		283A	Peas, blue, from Europe	Package ...	As Oilman's Stores.	
As Oilman's Store.		284	Pepper of kinds and Pepper Roots ...	Ton ...	2 0 0	1 12 0
0 8 0	0 8 0		Perambulators	Case ...	Measurement.	
		285	Perfumery—Hair Oil, Pomades, &c. ...	Do. ...	Do.	
Measurement.						
4 0 0	2 0 0	286	Pianofortes	Each ...	5 0 0	5 0 0
2 0 0	2 0 0	286A	Pianolas	Do. ...	2 0 0	2 0 0
0 4 0	0 2 0	287	Piece-goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale ...	0 4 0	0 2 6
0 4 0	0 2 6	288	Piece-goods, Silks and Velvets ...	Do. ...	0 12 0	0 12 0
0 4 0	0 2 6	289	Do. Cotton and Silk, large bales ...	Do. ...	0 12 0	0 12 0
0 4 0	0 2 0	290	Do. Woollens...	Do. ...	0 6 0	0 5 0
0 8 0	0 8 0	291	Pitch	Ton ...	2 2 0	2 2 0
		292	Porcelain—*see* Crockery.			
		293	Plants for public gardens in India... ...	.....	Free.	
		294	Platedware—*see* Bullion.			
1 0 0	1 0 0	295	Precious Stones	Box or case ...	1 0 0	1 0 0
		296	Provisions, fresh, for voyage*	Coolie-load ...	0 1 0	0 1 0
		297	Do. for daily use of Ships in Docks...	.....	Free.	
0 2 0	0 1 0	298	Quicksilver	Bottle ...	0 5 0	0 5 0

0	2	0	0	1	0	299	Rags	Bale or package ...	0	4	0	0	3	0
Special.						300	Railway Plant and Materials	.....	Same rates as Machinery.					
						301	Raisins—*see* Fruits, dried.							
0	12	0	0	8	0	302	Rattans	Ton ...	2	4	0	2	4	0
0	1	0	0	0	6	303	Do. Malacca	One dozen ...	0	3	0	0	3	0
0	8	0	0	8	0	304	Rose-flowers, dried	Ton ...	2	4	0	2	4	0
0	1	6	0	1	0	305	Rose-water	Case ...	0	2	6	0	2	6
0	1	0	0	0	6	306	Do.	Carboy ...	0	1	0	0	1	0
						307	Rope—*see* Cordage.							
0	8	0	0	8	0	308	Rosin	Ton ...	2	4	0	2	4	0
						309	Saddlery—*see* Harness.							
0	8	0	0	8	0	310	Safflower...	Ton ...	2	8	0	1	12	0
0	4	0	0	2	0	311	Saffron	Case ...	1	0	0	1	0	0
0	8	0	0	8	0	312	Sago	Ton ...	2	4	0	2	4	0
Measurement.						313	Do.	Case or package.	Measurement.					
0	8	0	0	8	0	314	Salammoniac	Ton ...	2	4	0	2	4	0
0	12	0	0	6	0	315	Salt, country	Do. ...	0	6	0	0	6	0
						316	Do. Refined—*see* Oilman's Stores.							
						316A	Do. English in Bulk	Ton ...	0	6	0	.....		
0	12	0	0	6	0	317	Saltpetre	Do. ...	2	0	0	2	0	0
0	1	0	0	0	6	318	Samples, Cotton, small	.....	Free.					
0	1	0	0	0	6	319	Do. other than above	Parcel ...	0	1	0	0	1	0
Measurement.						320	Do. do. in case	Case ...	Measurement.					
0	8	0	0	8	0	321	Sandalwood	Ton ...	2	0	0	2	0	0
0	2	0	0	1	0	322	Do. boxes and ware	Package ...	0	7	0	0	7	0
0	8	0	0	8	0	323	Sapanwood	Ton ...	1	10	0	1	6	0
0	6	0	0	4	0	324	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	Do. ...	0	10	0	0	11	0
0	12	0	0	8	0	325	Seeds other than Oil-seeds, unenumerated...	Do. ...	1	12	0	1	12	0
0	8	0	0	8	0	326	Senna Leaves	Do. ...	2	4	0	1	12	0
1	0	0	1	0	0	327	Shark Fins and Samoodar Fins	Do. ...	2	2	0	2	2	0
0	8	0	0	4	0	328	Shawls, Cashmere and Delhi...	Case or package ...	0	14	0	0	12	0

* Other *bonâ fide* ships' stores (including live-stock for use on voyage), furniture, tools and materials for repairs imported or exported at Wet Docks are liable to half the Wharfage charges shown in this scale.

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How Charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 2 0	329	Shawls, European	Case or package ...	Measurement.	1 12 0
0 8 0	0 8 0	330	Shellac	Ton ...	2 8 0	0 7 0
0 3 0	0 2 0	331	Shells, in cases, unenumerated	Case ...	0 7 0	0 7 0
0 8 0	0 8 0	332	Do. in bags and loose, unenumerated ...	Ton ...	2 0 0	1 8 0
0 1 6	0 1 0	333	Shovels	Per dozen ...	0 3 0	0 3 0
0 4 0	0 2 0	334	Silk, Raw	Case or bale ...	0 8 0	0 8 0
		335	Do. Piece-goods—*see* Piece-goods.			
		336	Silverware—*see* Bullion.			
Measurement.		337	Skins, Goat and Sheep, tanned	Bundle, bale or case.	0 6 0	0 6 0
Do.		338	Soap, perfumed, foreign	Case ...	Measurement.	
Do.		339	Do. bar do.	Do. ...	Do.	
Do.		340	Do. do. do. in small boxes ...	Per cubic foot ...	0 2 0	0 2 0
1 0 0	0 8 0	341	Do. country, soft, and bar	Ton ...	1 12 0	1 12 0
0 8 0	0 4 0	342	Spelter and Solder	Do. ...	1 14 0	1 14 0
1 0 0	0 12 0	343	Spices—Cinnamon and Mace, Nutmegs, Cloves, Bastard, Cardamoms, and others, unenumerated	Do. ...	1 12 0	1 8 0
		344	Cardamoms—*see* Special Rate for Cardamoms.			
0 0 1¼	0 0 0¾	345	Spirits, Liquors, and Wines in wood ...	Imp. gal. ...	0 0 3½	0 0 3½
0 0 9	0 0 3	346	Do. do. do. in bottle ...	1 doz. qts. or 2 doz. pints ...	0 2 0	0 2 0
Measurement.		347	Stationery, unenumerated	Case or cask ...	Measurement.	
		348	Steel—See Iron and Steel, Items 210—212.			

0	12	0	0	8	0	349	*Sugar, Sugar-candy and Molasses*	Ton ...	0	12	6	0	12	6
0	2	0	0	1	0	350	Do. Loaf or Chopped	Case of 1 cwt. & over.	0	5	0	0	3	6
Measurement.						351	Do. do. do.	Case under 1 cwt. ...	Measurement.					
0	8	0	0	8	0	352	Sulphur	Ton ...	2	2	0	2	2	0
						353	Tallow—*see* Fat.							
1	0	0	0	10	0	354	Tamarind	Do. ...	1	4	0	1	4	0
0	8	0	0	8	0	355	Tar	Do. ...	2	2	0	2	2	0
0	6	0	0	4	0	355A	Tarpaulins, new	Bale ...	0	8	0	0	8	0
0	3	0	0	2	0	355A	Do. old	Do. ...	0	4	0	0	4	0
0	1	0	0	0	6	356	Tea	Package up to 15 lbs.	0	1	0	0	1	0
0	1	0	0	0	6	357	Do.	Pkge. above 15lbs. & up to 30 lbs.	0	2	0	0	2	0
0	2	0	0	1	0	358	Do.	Do. above 30 lbs. & for every 60 lbs.	0	3	0	0	3	0
0	12	0	0	6	0	358A	Do.	Package of 180 lbs. ...	.....			0	8	0
0	3	0	0	1	6	359	Thread	Case ...	0	6	0	0	5	0
0	12	0	0	8	0	360	Tiles, flooring	Ton ...	2	4	0	2	4	0
0	12	0	0	8	0	361	Do. foreign	1,000 ...	3	12	0	3	12	0
						362	Do. Mangalore	Regtr. ton of vessel...	1	12	0	1	12	0
0	12	0	0	4	0	363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft. ...	1	12	0	1	12	0
0	12	0	0	4	0	364	Do. planks and scantlings	Do. ...	1	4	0	1	4	0
0	8	0	0	4	0	365	Tin, of kinds	Ton ...	1	12	0	1	4	0
0	1	0	0	0	6	366	Tin plates	Box of 1 cwt. & under*	0	1	6	0	1	3
0	4	0	0	2	0	367	Tobacco, foreign or manufactured	Case ...	0	6	0	0	6	0
Measurement.						368	Do. country	Bale ...	Measurement.					
0	4	0	0	2	0	369	Tortoise Shell	Case ...	0	9	0	0	9	0
Measurement.						370	Toys	Do. ...	Measurement.					
0	2	0	0	1	0	371	Trunks and Boxes	Do. ...	Do.					
0	6	0	0	6	0	372	Turmeric and Turmeric powder	Ton ...	1	2	0	1	4	0
Special.						373	Turpentine	Tin, drum or case up to 10 Imp. gals. ...	0	2	6	0	2	6
1	4	0	0	8	0	374	Twine	Ton ...	1	8	0	2	0	0

* Boxes above 1 cwt. to be charged proportionately.

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How Charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 2 0	375	Twist and Yarn	Bale ...	0 4 0	0 2 3
Measurement.		376	Umbrellas	Case ...	Measurement.	
0 1 0	0 0 6	377	Varnish	Five Imp. gals ...	0 2 0	0 2 6
		378	Vegetables, fresh, for voyage	Coolie-load ...	0 1 6	0 1 6
		379	Do. do.	Cart-load ...	0 7 0	0 7 0
		379A	Do. do as cargo, including Potatoes, Onions, Garlic, &c. ...	Ton ... / Cart-load ...	1 0 0 / 0 12 0	1 0 0 / 0 12 0
0 2 0	0 1 0	380	Vermilion	Case ...	0 5 0	0 5 0
0 8 0	0 2 0	381	Waste, Cotton, Twist and Wool	Bale ...	0 2 0	0 2 0
0 8 0	0 8 0	382	Watches, gold and silver	Case ...	1 8 0	1 8 0
0 4 0	0 2 0	383	Do. other than above	Do. ...	0 12 0	0 12 0
0 8 0	0 8 0	384	Whiting	Do. ...	2 0 0	2 0 0
0 8 0	0 8 0	384A	Whiting imported loose as broken stowage.	Ton ...	1 0 0	1 0 0
		385	Wines, &c.—*see* Spirits.			
0 1 0	0 0 6	386	Wire, bottling	Case of 1 cwt. ...	0 2 0	0 2 0
1 0 0	0 8 0	387	Do. of sorts, unenumerated	Ton ...	2 4 0	2 4 0
0 3 0	0 1 0	388	Wool, unpressed	Docra up to 1½ cwts...	0 4 0	0 4 0
0 4 0	0 2 0	389	Do. do.	Bale from 1½ to 3 cwts	0 6 0	0 6 0
0 4 0	0 2 0	390	Do. do.	Bale or bora above 3 cwts.	0 8 0	0 8 0
0 3 0	0 2 0	391	Do. pressed	Bale	0 5 0	0 5 0
		392	Do. Berlin—*see* Haberdashery.			

						393	*Woollens—see Piece-goods.*								
0	*12*	*0*		*0*	*6*	*0*	394	*Yellow-metal Sheets, Sheathing and Braziers*			Ton	...	2	0	0	1	4	0
0	*8*	*0*		*0*	*6*	*0*	395	Zinc, Sheathing, Sheets and Perforated Sheets			Do.	...	2	0	0	2	0	0
							396	On all goods not enumerated, if in cases, bales, crates or casks and for all goods specified to be charged for by measurement, the rates will be :—										
0	1	0		0	0	9	397	if under 4 cubic feet			Package	...	0	2	0	0	2	0
0	1	6		0	1	0	398	if 4 or under 6 cubic feet			Do.	...	0	4	0	0	4	0
0	2	6		0	1	6	399	if 6 „ 10 „			Do.	...	0	6	6	0	6	6
0	4	0		0	2	0	400	if 10 „ 15 „			Do.	...	0	8	0	0	8	0
0	5	0		0	2	6	401	if 15 „ 20 „			Do.	...	0	10	0	0	10	0
0	6	5		0	3	0	402	if 20 „ 30 „			Do.	...	0	14	0	0	14	0
0	10	0		0	5	0	403	if 30 „ 40 „			Do.	...	1	3	0	1	3	0
0	14	0		0	7	0	404	if 40 „ 50 „			Do.	...	1	8	0	1	8	0
1	0	0		0	8	0	405	if 50 „ 60 „			Do.	...	1	14	0	1	14	0
0	1	0		0	0	9	406	For every 10 cubic or part of 10 c. ft. additional			Do.	...	0	2	0	0	2	0
1	4	0		0	8	0	407	On all goods not enumerated, chargeable by weight			Ton	...	2	4	0	2	4	0
							408	Unenumerated unpacked goods			Coolie-load	...	0	2	0	0	2	0
							409	Passengers' baggage unmanifested and for which Dock labour is not supplied; also bicycles, tricycles, and sporting guns, the personal property of passengers except when first imported from Europe ...								Free		

Scale of special rates to be charged on all goods imported and exported at the Prince's and Victoria Docks by Coasting steamers plying between Bombay and Ports on the West Coast of India.

Special Class.—4 pies a maund, or 9 annas a ton.

Ballast.
Bardans or used gunny bags.
Betel-nuts.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Cotton, pressed.
Firewood.
Grain, wheat, rice, bajri, jowari, gram and barley, &c.
Myrabolams.
Ochre of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1st Class.—6 pies a maund, or 13 annas a ton.

Alum.
Bamboos.
Bark of sorts.
Bones, bone-dust and blood-manure
Borax, unrefined.
Bottles, empty.
Bran.
Cement.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Coir, pressed.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Ground-nuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns of kinds
Iron, bar-iron, hoops, pig, scrap sheets, &c.
Jaggery.
Jute, pressed.
Kerosine oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papad-khar, or country soda.
Piece-goods, cotton.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Twist and yarn.
Whiting.
Wool, pressed.

2nd Class.—8 *pies a maund, or Rs.* 1-2-0 *a ton.*

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalte.
Assafœtida, coarse.
Beads.
Blood stones, Cambay stones and gold stones.
Brass and brass-ware.
Bricks, Bath.
Buckets, iron.
Canvas.
Capoor cutchree.
Cardboards, strawboards.
Cassaware.
Chillies, dried.
Clove-stems.
Cocum.
Coffee.
Coir, fibre.
Coir, rope, cordage and yarn.
Colomba root.
Copper sheets, slabs, ware and wire.
Cordage and rope, hemp, Europe and Manilla.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts, &c., for drainage.
Fat, grease, lard and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose in bundles.
Jars, common, large or small.
Lac.
Lac dye.
Lead, pig, piping, sheet, and rolls.
Lead, black, white and red.
Lead, shot.
Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir.
Mineral waters.
Mother-o'-pearl shells.
Nails, of sorts.
Nux vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Orsidue or brass leaves.
Paints, oil.
Paper of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels
Soap, country, soft and bar.
Soapnuts.
Spelter and solder.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber, planks and scantlings.
Tin of kinds.
Tin plates.
Tortoise shell.
Turmeric.
Twine.
Umbrellas.
Waste, cotton twist & wool.
Wire.
Yellow metals, sheets, &c.
Zinc sheets, &c.

3rd Class.—10 *pies a maund, or Rs.* 1-6-0 *a ton.*

Ale, beer and porter, in casks.
Aerated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees' wax.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, Sulphate of iron and sulphate of copper.
Cotton, raw, unpressed.
Cumin seed.
Dyes, country.
Earthenware, foreign.
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, &c.
Hams.
Hardware.
Harness and harness requisites.
Indian condiments.
Indigo.
Ink.
Ironmongery
Iron or steel, including girders, castings, pipes, &c.
Khootwood.
Metals, unenumerated.
Oil cloth and floor cloth.
Oilman's stores.
Pearls, imitation.
Pepper and pepper roots.
Rose-flowers, dried.
Saddlery.
Safflower.
Shajeera.
Salt, refined.
Sapan wood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liquors, in wood.
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tobacco, country and foreign.
Varnish.
Vermilion.
Wool, unpressed.
Wool, Berlin.

4th Class.—12 *pies a maund, or Rs.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic & tannic
Baskets, cane.
Books.
Camphor.
Camphor wood, drawers and boxes.
Chemicals, drugs and medicines.
China and Japanware.
China preserves.
China roots.
Cigars and Cheroots
Crockery, Queen's porcelain and earthenware.
Cutlery.
Fishmaws.
Hides, buffalo, &c.
Jars, fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton, silk and woollen.
Plants.
Shark fins, samooder fins.
Shells.
Skins, goats' and sheep, tanned.
Toys
Trunks and boxes.
Turpentine.

5th Class.—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, others than carbolic, citric, gallic and tannic.
Attar.
Bhang.
Clocks.
Candles.
Cardamoms.
Confectionery.
Coral.
Crackers, China.
Elephant's tusks and Moyes' teeth (ivory).
Feathers.
Glass, window.
Instruments, drawing, mathematical, &c.
Lace and thread, gold and silver) kinkob.
Matches.
Musk.
Naphtha.
Oils, perfumed.
Perfumery, pomades, &c.
Piece-goods, silk and velvet.
Quicksilver.
Rose-water.
Sandalwood boxes and ware.
Shawls, Cashmere and Delhi.
Tea.
Wines and spirits, in bottles.

Note.—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to 82⅔ lbs.

Personal baggage accompanying passengers will be passed free, but extra goods, unmanifested, will be charged at 8 annas a cart, or two annas a coolie-load.

The following specified articles and all others not mentioned in the above classification will be charged at the rates laid down in the General Rate-Book for the Docks if scheduled. If not scheduled in that Rate-Book they shall be charged double the rates in the Bunder Rate-Book:—

Bicycles and tricycles.
Billiard tables.
Boats.
Carriages.
Bullion and specie.
Jewellery.
Pearls.
Precious stones.
Opium.
Saffron.
Guns and small arms.
Harmoniums and pianos.
Live-stock.
Machinery and boilers.
Military stores.
Railway plant and materials.
Tents.
Watches.
Tanks, iron.

In all questions that arise with regard to *miscellaneous charges*, *rents*, *overside fees*, *night* and *holiday work*, *transhipment*, *cranage*, *siding charges*, &c., the rules laid down in the General Rate-Book for the Wet Docks will apply.

The Minimum charge for any package shall not be less than *one anna.*

Fractions of an anna. In the total charge recovered on a chappa, fractions of an anna *less than six pies* will be dropped; while *six pies and over* will be reckoned as *1 anna.*

Miscellaneous Charges.

1. The following charges will be made for loading or unloading carts at the Docks:—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.

For other goods except machinery and manganese ore shipped in bulk—1 anna per cart.

For machinery by truck—special rates.

The Docks Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. *Cancelled.*

4. When the floating stage is used by any vessel for the purpose of effecting repairs, a charge of Re. 1 for a day or Rs. 2 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c.:—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet.	0	0	3	each.
" " " over 6 "	0	1	0	"
Bales under 6 cubic feet	0	1	0	"
" over 6 "	0	2	0	"
Cases, Machinery, under 1½ tons weight	0	2	0	"
Packages over 1½ tons weight...	0	8	0	"
Cases, Wines and Spirits, containing 2 dozen and under ...	0	0	6	"
" " " over 2 dozen...	0	1	0	"
Pianos and Harmoniums	0	4	0	"
Gilt Moulding	0	4	0	"
Quarter Casks in Casing	0	4	0	"
Hogsheads "	0	8	0	"
Two-wheeled Carriages	0	4	0	"
Four-wheeled "	0	8	0	"
Fixing Carriages...	4	0	0	"

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales or weigh-bridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16, will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings (To be used at ship's risk.)	0	8	0	"
For Hire of Wire net Slings (To be used at ship's risk.)	2	0	0	"
For Hire of Large Iron Tubs	1	0	0	"
For Hire of Small Tubs	0	8	0	"
For Hire of 5-Ton Trucks	3	0	0	"
For Hire of 10 Ton "	6	0	0	"

9. Weighing or measuring goods 3 annas per ton, and a further charge of Rs. 2 per day when a clerk is employed.

10. For certificates of weight or measurement, Re. 1 each.

Rents.

11. IMPORTS.

A.—*Import Goods except Iron and Steel as specified under item No.* 210. Sugar, rice and dutiable goods will be allowed 7 days, and duty-free goods 5 days free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days or part of 3 days, at the rate of one-third of the wharfage fee to which the goods may be liable. Immediately after the expiry of free days goods may be removed into the warehouse for Unclaimed Goods. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

B.—(1) (i) All iron and steel as specified under 210-1 shall be stacked by the Trustees' Contractors according to marks as far as possible as landed.

(2) As soon as all the iron and/or steel is landed and sorted, notice shall be given to consignees, and seven free days will be allowed from the date of such notice.

(3) Any iron or steel not taken delivery of within the free days, or allowed to remain on the Dock premises after the expiry of the free days, will be charged extra fees at one-third the ordinary wharfage, the first of such extra fees to cover storage for a further period of seven days and each succeeding fee three days only.

C.—The full amount of the wharfage fees as laid down in the Dock Scale of Rates will be charged on all goods landed at the Docks and loaded into railway wagons at the Docks sidings, but special arrangements may be made with the Docks Superintendent as to the period during which free days will be allowed: provided—

(1) that the consignee's intention to load the goods into wagons is previously declared before the goods are landed;

(2) that all arrangements for the despatch of the goods per railway wagons are entrusted to the Docks Superintendent; and

(3) that all charges are paid.

12. EXPORTS.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock. Provided that in respect of any cargo shut out on account of a vessel being unable to load while in Dock owing to insufficient depth of water, if the shipper elects to send such cargo out for shipment in the stream on the same vessel, the Board will grant an allowance at the rate of 8 annas a ton for cost of lighterage and handling from the Docks to the ship, provided that the quantity in the aggregate shall not exceed 500 tons. In such cases full wharfage will be charged.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

H.—Grain or Seeds brought to the Docks direct by rail and found to be unfit for shipment by reason of the inferiority of quality may be removed from the Dock premises without payment of any wharfage fee, provided the removal takes place within 24 hours of arrival. On the expiration of 24 hours the usual rates will become chargeable.

13. In computing the days for charging rents, Sundays and Holidays enumerated in Bye-law No. 85* as well (in the case of dutiable goods only)

* BYE-LAW—Working hours at the Docks shall be from 7 a.m. to 12 noon and from 1 p.m. to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any fast or thanksgiving days ordered by Government or on any special occasions ordered by the Trustees. In computing the days for charging rents, Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

as any other days on which Imperial duty may not be received will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. *Overside Charges.*—Import goods delivered from vessels in Dock into lighters alongside for removal out of Dock and export goods taken on board vessels in Dock from lighters alongside will be charged ⅓rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or one anna per half-chest.

16. Burst bales, &c., relanded in course of shipment for repacking will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment, overside, when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

	Cotton.	Coir.	Wool.
On landing, if work is done by muccadum, per bale.....Re.	0-0-6	0-0-9	0-0-6
On re-shipment, if work is done by muccadum, per bale..... „	0-0-6	0-0-9	0-0-6
On re-shipment, if work is done by Trust, per bale ..... „	0-2-0	0-3-9	0-4-6

18. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will, within the limit hereafter mentioned, be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials form three-fourths or more of the entire cargo of a vessel, the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

Railway materials entitled to free overside delivery under this clause when landed on the quay for ship's convenience and afterwards re-shipped into boats will be treated as transhipment cargo under Rule 23.

Provided that in the case of weights exceeding 1½ tons, one-third wharfage shall be charged on all packages loaded by the Trustees' cranes direct into boats, and full import wharfage and packages first placed on the Trustees' wharf and then loaded into boats; such charge in the latter instance to cover forty-eight hours' storage on the wharf. These charges to be in addition to cranage leviable under paragraph 29.

19. Ordinary ballast brought from a Port Trust Bunder, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bunder. Ballast brought from elsewhere

into Dock will be charged the Trustees' "outlying Bunders" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

20. *Dock Dues.*

A.—In addition to the foregoing charges on goods, every square-rigged vessel using the Docks (except troop-ships, for which special rates may be arranged) will be charged 1 pie per ton per diem, the minimum charge (troop-ships excepted) being Rs. 25 for each square-rigged vessel.

B.—Vessels occupying a berth on the outside face of the Dock shall be charged half Dock dues in every case in which there may not be a berth available inside the Dock.

C.—Vessels will not be charged for Sundays or the Holidays enumerated in bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for cartes or cargo and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country-craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs :—

For vessels 250 feet long and under.....Rs. 12 per diem.
For vessels over 250 feet in length..... „ 18 „

21. *Night and Holiday Work.*

The charges for night work at Wet Docks shall be as follows :—

A.—Rs. 30 per night from 7 P.M. to 3 A.M.
Rs. 15 per half-night, from 7 P.M. to midnight.

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night, from 7 P.M. to 3 A.M., and Rs. 7½ per half-night, from 7 P.M. to midnight or from midnight to 3 A.M. to be paid by each ship receiving goods through a Dock gate after working hours, except in the case of State Railway materials the charge for which will be Rs. 3 per night and Rs. 1½ per half-night.

C.—The following extra rates shall be charged for work done in Wet Docks on Sundays and Holidays :—

For work done any time between midnight on Saturday and midnight on Sunday ..... Rs. 200
For work done on Holidays ..... „ 30 per day.
„ „ ..... „ 15 per half day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bunder rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment, under Chapter 12 of the Sea Customs Act without Import and Export documents, the following wharfage fees shall be charged :—

Foreign Merchandise.

1. Iron and Machinery and other bulky goods classed as machinery exceeding 5 tons, sugar other than loaf or chopped sugar in cases and dates :—
   one-third the import wharfage fee laid down in the Docks scale.

2. Other articles..... 8 annas a ton.

Indian Produce and Manufactures.

1. Cotton and grain of all sorts.....2½ annas per ton.
2. Groundnuts, Myrabolams, Oil-seeds and Jaggery.....3½ annas per ton.
3. All other Indian produce and manufactures, 6 annas per ton.

This fee will cover the right to storage for five days; thereafter the ordinary Dock ground or shed rent charges will be levied.

Prior arrangements shall be made with the Docks Superintendent for the labour required in the handling and storage of transhipment goods, and the cost of such labour shall be borne by the transhippers.

In the case of liners having preferential berths, special arrangements may be made with the Docks Superintendent as to the period during which free storage will be allowed.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock bye-law No. 30-A.

25—28. *Cancelled.*

29. *Cranage.*

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes, required for the whole or half of the following day, to be made by 4 P.M. to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Application for cranes at night, whole or half, to be made to the Shed Manager before 4 P.M.

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half night only be required for the whole night, application to be made at least two hours before the end of the half night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty showing number of cranes required, from what time and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

	Rs.	a.	p.
For each 1½-ton crane per day or per night ...	5	0	0
For each 1½-ton crane per half day or half night ...	2	8	0
For each steam crane per day or per night ...	7	0	0
For each steam crane per half-day or half-night ...	4	0	0

'Day to be from 7 A.M. to 12 noon and from 1 P.M. to sunset. Half day to be from 7 A.M. to 12 noon or from 1 P.M. to Sunset.' Night to be from 7 P.M. to 3 A.M. Half night to be from 7 P.M. to midnight or from midnight to 3 A.M.

Any part of a day or night less than a half will be charged as a half day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats, or country-crafts will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—(1) When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. hydraulic crane can be made available, or they may ship from the east wharf where Bunder cranage rates are charged.

(3) No charge will be made for the use of hand cranes for goods, machinery, etc., loaded into or unloaded from Railway trucks or wagons; but shippers or consignees must provide the labour to work the cranes at their own cost.

M.—For weights over 1½-tons and not exceeding

				Rs.	a.	p.	
		5 tons	...	1	0	0	per ton.
„	5 „	„ 8 „ ...	...	2	0	0	„
„	8 „	„ 11 „ ...	...	3	4	0	„
„	11 „	... ...	...	4	0	0	„

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery and other items charged as machinery will be charged by measurement or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles required to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

For ships of tons	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bow-prits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed; the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton or lift as may be agreed upon with the Docks Superintendent.

30. The charges for the use of the Railway Siding at the Wet Dock are as follows:—

		Rs.	a.	p.
(1)				
(2)				
(3)	Firewood, Charcoal, Timber and Rafters...per ton	0	3	0
(4)	State Railway and Government Stores ...	Special Rates.		
(5)	Manganese ore and other similar ores ... per ton	0	2	0
(6)	Coal and Coke ... ... „	0	2	0
(7)	All other goods ... ... „	0	3	0
(8)	Live-stock, including Horses, Mules, Cattle and Wild Animals, per ton on carrying capacity of waggon ... ... „	0	4	0
(9)				
(10)	Unloading work of waggons when done by Trustees at Docks ... ... per ton	0	1	6

31. *Cancelled.*

By Order of the Trustees,
H. E. HART,
Secretary.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in „	20	.....
Aniseed, in bags	8	... ..
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes	30	.....
Apparel, in boxes	.....	50
Bark, in bags...	8	.....
Bees' Wax	20 gross	
Barilla...	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
„ „ boxes	.....	50
Cassia, in boxes	.....	50
„ „ bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
China Root, in bags	11	.....
„ „ boxes	... ..	50
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
„ „ boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
„ „ casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	50
Cowries	20	.....
Cummin Seed	8	.....
„ „ Black	8	.....
Cutch, in bags	18	.....
„ „ cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
„ dry	16	.....
Dholl	20	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2,240 lbs. gross.
Gunjah	.....	50
Hemp	5 bales not exceeding.	52
Hides, Buffalo or Cow, cured	14 gross	
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India-rubber, in bags	16	.....
" " cases	.....	50
Indigo	.....	50
Iron	20	.....
Jute	5 bales not exceeding.	52
Jute Cuttings	5 bales not exceeding.	52
Lac Dye	.....	50
Lard	20 gross	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Myrabolams	16	.....
Molasses	2 puncheons	or 4 hhds.
Mother-o'-Pearl, in bags	20	.....
„ „ chests	20	.....
Mowrah Flowers	20	.....
Mowrah Seed	20	.....
Munject	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
„ „ casks...	4	bhds.
Oil-seed Cake	20	.....
Opium		per chest.
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
„ Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rattans, for dunnage	20	.....
Red Wood, „	20	.....
Rhea	5 bales not exceeding.	52
Rice	20	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons or 4 hhds.	
Safflower	5 bales not exceeding.	52
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
„ „ boxes	20 gross.	
Saltpetre	20	.....
Salt	20	.....
Sapan Wood, for dunnage	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ „ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
„ „ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-goods	.....	50
Skins	14 gross.	

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Soap, country, in cases	.....	50
„ „ bags	15	.....
„ „ bar	20	.....
Stick Lac, in cases	.....	50
„ „ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarinds, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ square	.....	50
Tincal...	20	.....
Tobacco, in bales	5 bales not exceeding.	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat...	20	.....
Wool	.....	50

* *Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from* 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29th November 1883, it was resolved—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet, not exceeding 3,240 lbs. "Gross."

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*":—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892—with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description... ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee ... ... ½ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived. 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading. 2½ „

16. On advertising as the Agents for Owners or Commanders of ships, for cabin passengers on the amount of passage money whether the same shall pass through the Agent's hands or not... ... ... 2½ „

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... ... 5 „

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ „

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ...2½ to 5 „

If Opium, Indigo, Raw Silk or Silk Piece Goods. 1¼ to 2½ „

If Treasure, Precious Stones, or Jewellery ... ¼ to 1 „

22. On effecting Insurances, whether on lives or property ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... 2½ „

24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 per cent.

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... ... 2½ „

Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters of Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivery up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged ... ... ½ „

☞ *Brokerage, when paid, is to be separately charged.*

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Bees' Wax	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Betel Nut	Do. or Mats	16 „ „
Blackwood	In square Logs ...	50 Cubic feet
Blackwood, otherwise ...	Do. do. ...	20 Cwts. Nett
Bone Meal	Bags	20 „ „
Cardamoms	Robbins...	10 „ „
Ditto	Bags	10 „ „
Ditto	Cases	50 Cubic feet
Cassia	Bales	800 lbs. Nett } 50 Cubic feet
Cinnamon	Do.	800 „ „ }
Ditto	Cases	50 Cubic feet
Citronella Oil	Cases, Drums or Tanks	50 „ „
Cocoanut Oil	Casks	14 Cwts. Nett
Coculus Indicus ...	Robbins	14 „ „
Ditto	Bags	16 „ „
Coffee	Casks	16 „ „
Ditto	Bags	18 „ „
Ditto	Cases	50 Cubic feet
Coir Yarn and Fibre ...	Pressed Bales	50 „ „
Ditto	Bundles or Coils ...	8 Cwts. Nett
Ditto	Dholls not exceeding 4 lbs	10 „ „
Coir Matting	Rolls	50 Cubic feet; ⅓ allowed off for the round.

TONNAGE SCALE—*contd.*

Goods.	Packages.	Shipping Ton.
Coir Rope	Coils	8 Cwts. Nett
Coir Junk	Pieces	12 „ „
Copprah	Robbins	10 „ „
Ditto	In Pressed Bales ..	50 Cubic feet
Ditto	Bulk	12 Cwts. Nett
Ditto	Bags	12 „ „
Ditto	Bags each cup cut in 4 pieces	14 „ „
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts. Nett
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets... ...	16 Cwts. Nett unscrewed
Cinchona	Bales	50 Cubic feet
Elephants' Teeth ...	Cases	50 „ „
Ditto	Bundles	18 Cwts. Nett
Ditto	Loose	20 „ „
Fish Oil	Casks	14 „ „
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Nett
Ditto	Casks	8 „ „
Gingelly Seed	Bags	20 „ „
Gums of all kinds ...	Cases	50 Cubic feet
Hemp	Screwed Bales	50 „ „
Hides	Unpressed	12 Cwts. Nett
Ditto Green	Do.	20 „ „
Ditto Dry	Bales	50 Cubic feet
Horns, Buffalo and Cow.	Loose	16 Cwts. Nett

TONNAGE SCALE—*contd.*

Goods.	Packages.	Shipping Ton.
Horns, Deer	Loose	12 Cwts. Nett
Lemon Grass Oil ...	Cases, Drums or Tanks...	50 Cubic feet
Linseed	Bags	18 Cwts. Nett
Mica	Cases	50 Cubic feet
Myrabolams	Bags	16 Cwts. Nett
Nux Vomica	Robbins	14 „ „
Ditto	Bags	16 „ „
Nutmegs	Cases	50 Cubic feet
Oil Seeds	Bags	17 Cwts. Nett
Other Oils	Cases, Drums or Tanks.	50 Cubic feet
Pepper	Bags	16 Cwts. Nett
Ditto	Robbins	14 „ „
Plumbago	Bags or Barrels... ...	20 „ „
Poonac	Bundles, Bales or Bags.	20 „ „
Ditto	Broken Bags	17 „ „
Rice	Bags	20 „ „
Saltpetre	Do.	20 „ „
Sandal and Sapan Wood.	... ...	13 „ „
Sandalwood Roots ...	Bags or Bundles ...	13 „ „
Ditto	Loose	13 „ „
Sugar	Bags	20 „ „
Tallow	Casks and Cases ...	18 „ „
Tea	Chests	50 Cubic feet
Timber (all kinds) square		
Logs or Planks ...	... ...	50 „ „
Ditto Round Logs ...	... ...	50 „ „
Ditto otherwise ...	... ...	20 Cwts. Nett
Turmeric...	Bags	14 „ „
Wheat	Do.	20 „ „
Ditto	Mooras	18 „ „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lb. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes	20	... ...
Alum	20	.....
Aniseed	8	.....
Arrowroot, in cases	.....	50
Assafœtida, in bags...	20	... ...
Do in boxes	20	.....
Apparel	.....	50
Bark, in bags...	8	.....
Barrilla	20	.....
Bees' wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal	20	.....
Do. in cases	.....	50
Brimstone	20	.....
Bullion	at per cent.	
Cake Lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Chillies, in robbins	14	.....
China root, in bags	11	.....
Do. in boxes...	.....	50
Chiretta...	.....	50
Cigars...	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre, screwed bales ...	.....	50
Do. in bundles and dholls	10	.....
Copra, in bags	12	.....
Do. do. each cup cut in 4 pieces ...	14	.....
Coriander Seeds	12	.....
Cotton, in bales	.....	50
Do. in Piece-goods	.....	50
Do. in yarn	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	16	.....

TONNAGE SCALE—*(contd.)*

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Elephants' Teeth, in cases...	.....	50
Fenugreek Seeds	16	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts, in shell	12	.....
Do. shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips... ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales...	.....	50
Lac Dye	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Metals...	20	.....
Myrabolams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....
Oil, in casks	210 Imperial Gallons.	
Olibanum	18	.....
Paddy, in bags	15	.....
Pease	20	.....
Pepper, in bags	16	.....
Planks and Deals	.....	50
Poonac	20	.....
Poppy Seeds	15	.....
Putchuck	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles ...	14	.....
Do. coir, in coils	10	.....
Rum, in casks	210 Imperial	Gallons.
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece-Goods	.....	50
Skins	.....	50
Soap, country, in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....

TONNAGE SCALE—(*concld.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery, in bags ...	20	.....
Tallow, cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoise shell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, a moiety to be chosen by the shipper and a moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

A. J. YORKE,
Chairman of the Chamber of Commerce.

MADRAS, 30*th May* 1905.

KURRACHEE CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Kurrachee Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead-weight except in the case of Salt.

2. The standard ton a Kurrachee for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the net weight delivered.

5. When Cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 „
Annato, in cases	40 feet.	50 feet.
Apparel	40 „	50 „
Arrowroot, in cases...	40 „	50 „
Assafœtida, in cases...	40 „	50 „
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 „	20 „
Barley, in bags	15 „	18 „
Bees' Wax, in cases...	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
Bone meal and Bone dust	To the Ton. 30 cwt.	To the Ton. 20 cwt.
*Bones, crushed, in bags (as per standards preserved by the Chamber)	17 / 15 „ / 14 „	20 „
Bones, loose	8 „	10 „
Books	40 feet.	50 feet.
Borax, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
†Bran, in bags (pressed)	10 „	.....
Bran, in bags (unpressed)	9 „	.....
Buffalo horns, in bundles	6 „	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes, or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds	40 „	50 „
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars...	40 „	50 „
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 „	50 „
Do. in bags or frazils	8 cwt.	10 cwt.
Coals...	20 „	20 „
Cocoa, in bags	10 „	12 „
Cocculus Indicus, in bags	13 „	16 „
Coffee, in cases	40 feet	50 feet.

* NOTE.—The scale for grades differing from the standards to be settled by private arrangement between shippers and steamer agents. Any disputes between them to be referred to, and decided by, the Committee of the Chamber.

† NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½×26 inches.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in bags or frazils	12 cwt.	16 cwt.
Coir, in bales...	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils...	40 feet.	8 „
Colocynth, in cases	40 „	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 „	12 „
Do. in bags	.....	12 „
Do. cut, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 „	20 cwt.
Cotton Seed	13 „	14 „
Do. in bales...	40 feet.	50 feet.
Cowries, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 „	12 „
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed...	13 cwt.	16 cwt.
* Cylindrical Packages, Rolls, &c... ...	40 feet.	.....
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 „	16 „
Dhall, crushed or split, in bags	17 „	20 „
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 „	50 „
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 „	20 „
Fennel Seed	10 „	.....

* NOTE.—On and after 1st March 1903, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, &c, *viz.*, that the square of the diameter be multiplied by the length and one-fifth be deducted from the product.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in cases... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ...	12 „	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags...	13 „	16 „
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 „	15 cwt.
Ginger, dry, in cases	40 „	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 „	20 „
Groundnuts, shelled...	13 „	16 „
Do. unshelled	6 „	8 „
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 „	50 „
Do. loose or in bundles...	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose, and in small bundles...	40 „	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 „
Do. Deer, loose	6 „	8 „
Horn Tips, of any kind, and hoofs ...	13 „	16 „
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel Rails	20 „	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jackwood	40 feet.	50 feet.
Jaggery	18 cwt.	.....
Jowaree, in bags	18 „	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed), in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in cases	40 feet.	50 feet.
Maize, in bags	17 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. do. in bundles or bags ...	8 cwt.	12 cwt.
Musk, in cases	40 feet	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabolams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Impl. gals
Oil, Cocoanut	11 cwt.	.....
Oil cake in cakes, or lumps (in bags) ...	16 „	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....
Rape Seed, Sita, Jamba and other kinds	16 „	.....
Mustard Seed	16 „	.....
Khorassan	16 „	.....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 „	16 „
Pimento	12 „	14 „
Plumbago, in bags	16 „	20 „
Poppy Seed, in single bags (1¼ cwt.) ...	13 „	16 „
Do. do. (1¼ cwt.) ...	14 „	17 „
Do. double bags (1¼ cwt.) ...	14 „	17 „
Do. in bags (1¼ cwt.)	14 „	17 „
Rails, iron or steel	20 „	.....
Rattans, in bundles	13 „	16 cwt.
Do. Ground...	13 „	16 „
Red Wood	13 „	16 „
Rhubarb, in cases	40 feet.	50 feet.
Rice in bags...	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 „	50 „
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 „	50 „
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82 2/7 lbs.	28 Indian maunds of 82 2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 „	20 „
Sandal and Sapan Wood	11 „	16 „

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 „	10 „
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 „	50 „
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 „	20 „
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 „	10 „
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 „	50 feet.
Timber, Teak Square Planks and Poon ...	40 „	50 „
Timber, Teak Round (one-fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 „	50 „
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 „	20 „
Unrated wood	11 „	14 „
Whanghees (*vide* canes)	13 „	16 „
Wheat	18 „	20 „
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 „	50 „
Wool, in screwed bales	40 „	50 „
Zedory	16 cwt.	20 cwt.

FREIGHT INWARDS.

Payable in Kurrachee.

The conversion into Indian Currency of sterling freight inward to Kurrachee, payable in Kurrachee, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

Payable in Kurrachee.

Difference of freight outwards from Kurrachee stated in sterling payable in Kurrachee (in absence of any stipulation on the contrary on either the shipping order or Charter Party) shall be converted into Indian Currency at the rate for Bank Bills on London payable on demand. The rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated; an allowance of 4½ per cent in the case of sailing ships, and 2½ in the case of steamers, being made as discount to cover cost of insurance and interest, until the due date of the freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows:—

That shut-out goods be in future charged half import and half export fees under the provisions of rules 3 and 4 published under the Wharfage Fees Act, III of 1879.

ANNUAL REPORT.

ELECTION OF CHAIRMAN OF THE CHAMBER FOR 1906.

The annual ballot for the office of Chairman took place on the 15th and 16th January 1906, and resulted in the election of Mr. H. E. E. Procter as Chairman for the current year.

ELECTION OF DEPUTY CHAIRMAN FOR 1906.

The ballot for this office took place on the 22nd and 23rd January 1906, and resulted in the election of Mr. H. Courtenay Wright.

RESIGNATION AND APPOINTMENT OF SECRETARIES.

In February 1905, Mr. F. Noel-Paton resigned the Secretaryship of the Chamber to join the appointment of Director-General of Commercial Intelligence to the Government of India. The Committee took early steps to fill the vacancy thus created; and on the 31st May 1905 they sanctioned the appointment of Mr. J. B. Leslie-Rogers as Secretary.

NEW MEMBERS OF THE CHAMBER.

The total number of Members on the rolls of the Chamber on the 31st December 1905 was 93, as compared with 84 at the end of 1904. The following are the names of those elected during the year under report:—

Messrs. Steiners, Ltd., proposed by Messrs. Finlay, Muir & Co., and seconded by the Mercantile Bank of India, Ltd.

Messrs. Blackie & Son, Ltd., proposed by the Chartered Bank of India, Australia and China, and seconded by Messrs. Killick, Nixon & Co.

The Alliance Bank of Simla, Ld., proposed by Messrs. Killick, Nixon & Co., and seconded by the Chartered Bank of India, Australia and China.

Messrs. Charles Phillimore & Co., proposed by the Chartered Bank of India, Australia and China, and seconded by Messrs. J. Duxbury & Co., Ld.

Messrs. A. F. Ferguson & Co., proposed by Messrs. Greaves, Cotton & Co., and seconded by Messrs. Forbes, Forbes, Campbell & Co., Ld.

Messrs. Cox & Co., proposed by the Chartered Bank of India, Australia and China, and seconded by Messrs. Lyon & Co.

Messrs. George Service & Co., proposed by Messrs. Mackinnon, Mackenzie & Co., and seconded by the National Bank of India, Ld.

Messrs. John Dickinson & Co., proposed by the National Bank of India, and seconded by the South British Fire and Marine Insurance Co.

The New Mofussil Co., Ld., proposed by Messrs. Greaves, Cotton & Co., and seconded by Messrs. Gaddum & Co.

LEGISLATIVE COUNCIL OF THE GOVERNOR OF BOMBAY.

Representative of Chamber.

On the 24th February 1904, the Hon'ble Mr. C. H. Armstrong was elected to represent the Chamber on the Legislative Council, and he continued to act in that capacity during the year under report.

MUNICIPAL CORPORATION.

Mr. C. H. B. Forbes, of Messrs. C. H. B. Forbes & Co., and Mr. D. M. Inglis, of Messrs. Finlay, Muir & Co., who were elected on the 4th February 1904, continued to represent the Chamber on the Municipal Corporation during 1905.

PORT TRUST.

Representation of the Chamber on the Board.

Mr. H. E. E. Procter and Mr. Frank Ritchie, whose terms of office on the Board expired on the 31st March 1905, were both re-elected as Representatives of the Chamber for a further period of two years. Mr. A. M. Monteath resigned his Trusteeship on the 12th April 1905, and Mr. R. G. Monteath was elected a Representative in his place. The remaining two members of the Board, *viz.*, the Hon'ble Mr. C. H. Armstrong and Mr. F. W. Bickel, have continued to act throughout the year 1905.

CITY IMPROVEMENT TRUST.

Representation of Chamber on Board.

Mr. C. H. B. Forbes was elected on the 18th March 1904 to represent the Chamber for a term of two years with effect from the 1st April 1904. He consequently remains in office till the 31st of March 1906.

PAPER CURRENCY.

Bill to Consolidate and Amend the Law relating to the Government Paper Currency.

(See *Reports* 1880-81, pp. 7, 138; 1895, pp. 77, 497; 1896, pp. 101, 406; 1904, pp. 24, 279.)

The primary object of this Bill is to consolidate the Acts relating to the Government Paper Currency. The opportunity has at the same time been taken by Government to

propose certain amendments in the existing law. The law as originally formulated in the Indian Paper Currency Act, 1882, (XX of 1882), has been materially modified by a number of enactments, of which the following are still in force, namely :—

The Indian Coinage and Paper Currency Act, 1893 (VIII of 1893).

The Indian Paper Currency Amendment Act, 1896 (XXI of 1896).

The Indian Coinage and Paper Currency Act, 1899 (XXII of 1899).

The Indian Paper Currency Act, 1900 (VIII of 1900).

The Indian Paper Currency Act, 1902 (IX of 1902).

The Indian Paper Currency (Amendment) Act, 1903 (VI of 1903).

The present Bill repeals all these enactments as well as the main Act of 1882, and reproduces their provisions in a consolidated form. The most important provision in the Bill is clause 20, which **raises** the amount of the **reserve** that may be invested **from ten to twelve crores** of rupees and permits the whole or part of the investment to be made in securities of the United Kingdom of Great Britain and Ireland or securities issued by the Secretary of State for India in Council under the authority of Act of Parliament and charged on the revenues of India. The former of these measures is held to be justified by the increase which has taken place in recent years in the circulation of currency notes ; the latter is considered to be desirable because sterling securities may sometimes be more readily realizable than rupee securities.

The Government of Bombay having referred the Bill for the opinion of the Chamber, the Committee, after a careful examination of its provisions, informed Government that the proposed measure had their entire approval. (*Appendix* **B-1.**)

CURRENCY MATTERS.

Bronze and Nickel Coinage.

(See *Report*, 1904, *pages* 35-37, 314-316.)

"The Indian Coinage Bill," which was introduced by the Finance Minister in the Legislative Council of the Government of India in July 1905, was passed into law in the course of the year.

The object of the Bill was to take power to coin and issue a **nickel coin** of the value of one anna; also to substitute **bronze coins** for the copper subsidiary coinage at present in use, and to continue to coin copper until the mints had been equipped for the production of bronze coins. The third substantive alteration in the law which it was proposed to make related to the treatment of light weight silver coins. The law on the subject provided that when a genuine coin which had lost more than 2 per cent. in weight by reasonable wear was tendered to a Government Officer empowered under the Act, he should cut or break it, and should pay for it at the rate of one rupee per tola.

When the Act of 1870 was passed, the mints were open to the free coinage of silver, and a rupee of full weight was always necessarily worth exactly the same as the silver contained in it. If, therefore, a person presented a short-weight rupee, the loss he suffered by cutting or breaking was exactly proportionate to the shortage in weight, and it was not inequitable that he should suffer this loss.

But when the mints were closed and the rupee became a token coin, the value of the silver contained in it became widely different from, and less than, its face value. If, therefore, the provisions of the present Act were strictly applied, the result would be to mulct the tenderer of a short-weight rupee not only of the proportion of value due to the shortage,

but also of the whole difference between the bullion value and the face value of the coin. This was productive of hardship to innocent holders; and in order to minimize this, in 1899 Government issued a notification declaring that they would receive rupees which were short weight by not more than 6¼ per cent. (and had not been tampered with) at their face value, and also that they would receive rupees which were short by more than 6¼ per cent., but not more than 25 per cent. at reduced rates ranging from 14 annas to 12 annas to the rupee.

Under the Act as it stood, Government had no express authority to do this though its action was perfectly legal, being merely a relaxation in favour of the public of the strict letter of the law. But it was manifestly undesirable to maintain on the Statute Book a provision which was admittedly harsh and inequitable, and which was not enforced in practice. It was, therefore, proposed to modify the provisions of the existing law so as to conform to the practice which experience had shown to be appropriate. This was done in clause 17 of the Bill which, however, did not fix the actual percentages corresponding to the 6¼ per cent. and 25 per cent. which is referred to above, but it was proposed to take power to determine them by rules, subject always to the legal remedy.

The Bill in question was referred to the Chamber for opinion by the Government of Bombay in August 1905.

Commenting on its provisions, the Committee suggested that in future issues of new coin a more effective and clearer design should be substituted, and that it would not only be politic but more appreciated in this country were the cast of the Emperor's head to wear a crown in all denominations of Indian coin. That the half-rupee be declared legal tender to a reasonable amount only, and not be placed on an equal footing in this respect with the rupee. That the quarter-

rupee and the eighth-of-a-rupee should be legal tender for more than a rupee, suggesting a suitable limit of Rs. 5 for the quarter, and Rs. 2-8 for the one-eighth-rupee. That all defaced coin should be withdrawn from circulation by Government, and that the holder should not be called upon to bear more than the actual loss and the cost of recoinage. That, as a general principle, the burden of maintaining the coinage of the country at its full weight and value should be borne by Government. And that as regards the percentage at which short-weight coins (that have not been tampered with) should be received at their face value, there should be no reduction below the present customary 6¼ per cent. (*Appendix* B-2.)

INCOME TAX—DOUBLE TAXATION.

In November 1904 the Secretary of State for India forwarded a despatch to the Government of India on the subject of the liability to English Income Tax of premiums on Life Insurance Policies or contracts for deferred annuities effected in or with Insurance Companies legally established in any British possession. As the matter was of considerable importance to holders of Policies in Indian Insurance Companies residing both at home and in this country and to the Companies themselves, and as the despatch of the Secretary of State and the letter of the Board of Inland Revenue, to which he referred, were open to conflicting interpretations, the Committee considered it advisable to give the contents of the despatch wide publicity in the Indian Press; and the following concise exposition of the whole question as it appeared in the "Pioneer" of the 8th May 1905 may be quoted here with advantage :—

The Council of the Royal Colonial Institute published a letter recently addressed by them to the Secretary for the Colonies, in which they respectfully suggested "that the time

has come to exempt income earned in any part of the Empire outside the United Kingdom from the payment of income tax in the United Kingdom, where it can be shown that such income has already been charged with income tax in that part of the Empire where it was earned." The letter continued :—

"Besides giving rise to widespread irritation within the British Isles, the question has recently been attracting attention in other parts of the Empire, as the following instances will serve to illustrate :—

(*a*) The Bengal Chamber of Commerce urged through the Government of India that all income received in England after having paid income tax in India should, to the extent of such payment, be relieved from liability to assessment in this country.

(*b*) The Madras Chamber of Commerce represented to the Government of India that the double impost levied under the existing system on moneys invested in India by persons domiciled at home is a hindrance to Madras development.

(*c*) At a General Meeting of Chambers of Commerce held in Adelaide, South Australia, a Resolution was passed "That it is inequitable that income tax be levied in the United Kingdom on profits made in British Colonies and Possessions, and it is equally inequitable that income tax be paid in any British Colony or Possession on profits made in the United Kingdom, and that representations be made to the Federal Government to urge the repeal of enactments imposing double income tax on British subjects by the laws of the separate States and of Great Britain."

During the last ten years there has been much development in the business of public companies of great importance whose operations are partly conducted in this country and partly in a Colony, and which have registers of shareholders both at Home and in the Colonies. Questions involving duplication of stamp duties as well as of income tax are hence becoming every year increasingly large and important.

Several years have now elapsed since the Council first brought the question of double income tax before His Majesty's Government, and the general desire to bring the Mother Country and the outlying parts of the Empire into closer union has more recently become greatly emphasized—as indicated by the speeches of prominent statesmen and press publications—and the Council venture to hope, therefore, that these important questions may now receive renewed consideration.

Our Colonial Possessions are largely dependent for the development of their resources upon British capital. In former years the ruling rates of interest offered a strong inducement to British capitalists to invest money in the Colonies. Various circumstances have combined of late years to alter the disproportion in this respect, and in this position the fact that a Colonial investment in many cases exposes the lender to a duplication of income tax as well as other forms of taxation, is well calculated to turn the scale against such a form of investment and to hamper business generally. The consequence must necessarily be that the development of the resources of the Colonies and the conduct of business in such a way as is best suited to the requirements of companies and individuals will be retarded. The importance in these circumstances of the question of avoiding any duplication of taxation is such as to deserve the immediate consideration of His Majesty's Government with a view to the mitigation of the hardships thereby occasioned and the unpopularity of a system under which such duplication becomes possible.

The Council venture to submit that the whole question of duplication of taxation within the Empire could with advantage form the subject of some detailed form of inquiry, so as to ascertain the extent to which such duplication occurs under the present laws, and what practical steps can be taken to avoid such duplication in the future.

The Secretary for the Colonies in his reply promised "most careful attention." (*Appendix* C-1)

INDIAN ARBITRATION ACT, 1895.

At the first Conference of Indian and Ceylon Chambers of Commerce, held in Calcutta in January 1905, the following Resolution was unanimously adopted, and it was subsequently communicated to the Government of India:—

> "That whereas by a recent decision of the Sadar Court of Karachi (from which Court the only appeal is to the Privy Council) it has been ruled that one partner in a mercantile firm has no power under the Contract Act to bind his co-partners to a submission to arbitration, and whereas this ruling largely nullifies the operation and intention of the Indian Arbitration Act, 1899, this Conference is of opinion that the Indian Contract Act or the Indian Arbitration Act should be so amended that a partner or recognised agent has power to make it a term of any contract which he enters into on behalf of his partnership or principals, and which is within the scope of the ordinary business of such partnership or firm, that all disputes arising out of such contract shall be referred to arbitration in such mode, and subject to such condition as in the said contract may be specified."

Towards the end of the year, the Committee received a communication from the Chamber of Commerce at Karachi, stating that a reply had been received from Government to the effect that it had been decided not to take any action in

the direction suggested in the above Resolution until further experience proved the necessity for doing so. In the course of the Government's reply it was stated that "the difficulty to which the Conference refers does not seem to have been commonly experienced." In view of this remark, the Committee, in answer to an enquiry from the Karachi Chamber as to whether arbitrations under the Act were common in Bombay, stated that their experience showed that the Act in question was at times availed of in this city, though not to any great extent. The advantages of the Act, they explained, were recognised on this side of India, but they did not think it was resorted to except in fairly large questions, or in what may be called personal matters, where litigation would cause great expense. (*Appendix* C-2.)

INDIAN FACTORIES ACT, 1881.

AMENDMENT BILL.

(See *Report*, 1879-80, *pages* 5, 87.)

In October 1905 a copy of a Draft Bill further to amend the Indian Factories Act, 1881, was forwarded to the Chamber for opinion by the Government of Bombay. The object of the Bill generally is to secure additional protection for the health and safety of operatives in factories.

The opportunity has been taken to bring within its scope certain small factories which are at present excluded from the operation of the Act, on account of the fact that they are open for short periods only in each year; partly on account of this peculiarity, and partly owing to the fact that such factories are usually owned by small proprietors, they are not infrequently the scenes of serious abuses; and it has been considered desirable to take powers which will enable the officers of Government to supervise such places efficiently in future.

The Bill was fully considered and discussed by the Committee, and with the exception of a few reservations they

generally approved of the provisions of the proposed measure, and informed Government accordingly.

The reservations referred to applied to Clause 2, the effect of which will be to bring within the purview of the Act certain small factories in the Bombay Presidency and elsewhere which work for a very short time only. Clauses 9 and 10 (2) were also commented on. As regards the former, Government stated that the necessity had been proved of compelling an occupier of a factory, when absent, to leave in charge an approved and responsible Agent to see that the provisions of the Act and the orders and rules made under it were duly carried out. The clause would therefore introduce a section containing the necessary provision. With respect to Clause 10 (2), it was also stated by Government that the proper lighting of a factory was almost as important for the permanent health of the operatives as is its ventilation, while the provision of sufficient privy accommodation was a very important sanitary measure; the effect of the clauses therefore would be to make it clear that Local Governments had power to make rules on these subjects.

The Committee's views in respect of the clauses referred to, were embodied in their letter to Government, dated 21st November 1905, and will be found in *Appendix* C-3.

REGISTRATION OF BRITISH SHIPS IN BRITISH INDIA.

(See *Report*, 1899, *pp.* 97, 232.)

A Bill for the Registration of British Ships in British India was first referred to the Chamber by the Bombay Government in July 1899; but on that occasion the Committee intimated that they did not find any points calling for criticism, and had therefore no remarks to offer on the provisions of the proposed measure. But in April 1905 the attention of the Committee was again called to the subject by a letter received from the Bengal Chamber of Commerce in which they stated that they had been requested by the Supreme Government to

furnish their views on the proposals of the Government of Bombay regarding the enactment of a special law for the registration and measurement of native craft. Their Committee were inclined to agree with these proposals in the interest of navigation ; but before submitting their opinion, they desired to know how the matter was regarded by the Bombay Chamber.

The Committee assumed in replying, that the Bill of 1899 was **identical** with the one now under consideration. But if it was proposed to recast it with reference to native craft, they would be inclined to generally agree with the recommendations of the Government of Bombay (see letter in Appendix), and would endorse the opinion expressed by the Port Officer of Karachi, to the effect that Native sea-going craft, irrespective of tonnage, should be registered throughout British India under one and the same law for the sake of uniformity, simplicity and convenience. They further suggested that the definition of a "Native Coasting Ship," as given in Part II, Section 8 of the draft of the "Indian Merchant Shipping Bill, 1895" should be embodied in the Bill under consideration. The Section referred to is as follows :—"A Native Coasting Ship means a sailing Ship not square-rigged, which is owned by one or more Indian subjects of His Majesty, and is a Coasting Vessel within the meaning of the Sea Customs Act, 1878."

The Committee also pointed out that it was stated in para. 2 of the letter from the Commissioner of Sind, that in the Madras and Bengal Presidencies and in Burma, the Registration of coasters of any tonnage was compulsory under the Merchant Shipping Act of 1894 ; but on the other hand the Port Officer in Bombay in his communication to the local Government on the 16th October 1903 mentioned that there was no properly qualified passed Board of Trade Surveyors stationed at Madras for the purpose of taking all measurements of tonnage.

In conclusion the Committee stated that they noticed a **considerable difference** between the wording of the present proposed Act, and Part II of the Draft of the General Merchant Shipping Bill, reference to which was made by the Hon'ble Mr. Raleigh in his Statement of Objects and Reasons, dated June 28th, 1899, attached to the "Bill for Registration of British Ships in British India." (*Appendix* C-4.)

INDIAN PORTS ACT, 1889.

Revised Rules.

In February 1905, the Government of Bombay forwarded to the Chamber a copy of the revised rules to regulate the action to be taken in the case of vessels arriving in the ports of the Bombay Presidency (excluding Sind and Aden) on which there existed, or had been, any case of dangerous, infectious or contagious disease or any death, including in the latter case the disposal of the dead.

These rules were in due course circulated for the information of Steamer Agents in Bombay.

RUNNING AGREEMENTS.

(See *Reports*, 1903, pp. 125, 599; 1904, pp. 99, 491).

The question of Running Agreements between Masters and Seamen of Foreign-going vessels has already been exhaustively dealt with in the previous Annual Reports of 1903 and 1904, and the arguments put forward then need not be reiterated in this Report.

But in order to elucidate subsequent correspondence during the current year, it is necessary to briefly explain that a practice existed of drawing up Running Agreements between Masters and Seamen of Foreign-going vessels, **terminable**

six months subsequent to the date of Agreement. This practice was contrary to Section 23 of Act I of 1859, which stipulates that no such Agreement shall extend beyond the next following 30th day of June, or 31st day of December, or the first arrival of the ship at her port of destination in India after such date. In October 1903 Government drew the attention of the Chamber to the non-observance of the above Act, and stated that a proposal was before them to bring the practice into conformity with the law, at the same time enquiring of the Chamber whether in their opinion much practical inconvenience would result from the strict enforcement of the said Act, whereby Running Agreements had to terminate on the dates prescribed, and not be allowed to uniformly extend for six months according to the present practice. As will be seen from the correspondence published in the Report for 1904, many cogent arguments were put forward conclusively proving that any alteration of existing arrangements would not only cause inconvenience but considerable expense, and also tend to paralyse the trade of this port by giving opportunities to Native Crews of combining on the expiry of the two dates mentioned in the Act, to demand terms that would be most unfavourable to shipping interests. It was further represented, that the Act should, in consistency with the facts mentioned, be amended so as to allow of the continuance of the six months Agreements now in practice.

In consideration of the strong representations of the Chamber and various local Shipping Companies, Government intimated in January 1905, that in view of the terms of the English Merchant Shipping Act, 1894, (57 and 58, Vict., Cap. 60) any amendment of section 23 of the Indian Act, 1859, would have to be confined to :—(I) Ships legally registered in British India ; and (II) Ships legally registered in the United Kingdom, and plying between British India and places outside the United Kingdom. But that the

Government of India were disposed to think that legislation limited to the classes of vessels mentioned would be of little or no practical use ; and they were of opinion that the existence of two different systems for the engagement and discharge of seamen would create considerable confusion, and the Chamber was asked whether the restricted application of the amendment would not destroy its practical value.

In reply the Chamber, in February 1905, stated that after consultation with those most intimately acquainted with the practical bearing of the proposed amendment, they found that while the amendment with its restricted application would no doubt be of less use than if it applied also to ships plying to the United Kingdom, it would still be of great practical value, and would considerably lessen, although it could not altogether do away with, a troublesome and expensive system. It was further pointed out that in effect two systems at present co-exist, and have for years co-existed in Bombay, and it was therefore not believed that any confusion would attend the institution of a dual system under the amendment proposed ; and they accordingly hoped Government would endeavour to undertake the desired legislation as soon as possible.

As no action had been taken up to the 15th July, on that date the Chamber addressed Government on the urgency of carrying out the proposed amendment, citing in corroboration several recent instances of serious difficulties experienced by the Shipping Companies, and on the 19th July the Chamber again called the attention of Government to the grave consequences of any further delay. In reply to the above two representations the Government of Bombay informed the Chamber that all correspondence on the subject had been forwarded to the Government of India, and that the question of the proposed amendment was under consideration.

At the Meeting of the Legislative Council of the Governor-General of India, held on 19th January 1906, the Hon'ble Mr. J. P. Hewett, C.S.I., C.I.E., moved for leave to introduce a Bill further to amend the Law relating to Merchant Seamen.* He said :—

"My Lord, I beg to move for leave to introduce a Bill to amend Section 23 of the Indian Merchant Shipping Act of 1859. That section prescribes that in the case of a foreign-going ship, making voyages averaging less than six months in duration, running agreements with the crews may be made to extend over two or more voyages, provided that no such agreement shall extend beyond the next following 30th day of June or 31st day of December or the first arrival of the ship at her port of destination in India after such date. The present law, which, I may say, was not strictly enforced in Bombay till a comparatively recent time, occasions much inconvenience to the Steamer Companies, particularly at that port. The Government of Bombay and the Bombay Chamber of Commerce are agreed that its enforcement leads to considerable disorganisation of labour at the end of each half-year, and that ship-owners experience great difficulty in obtaining efficient crews at or about these dates. The inconvenience is particularly felt in the case of mail vessels which have, under contract, to leave on fixed dates. It is proposed to amend the present law so as to provide that agreements of this nature, shall terminate six months after they are entered into. A somewhat similar proposal received the assent of the Secretary of State in 1891, but for the reason explained in the Statement of Objects and Reasons it has not hitherto been brought into force. In that year, however, the Government of India made an amendment of Section 32 of the

* "The Indian Merchant Shipping (Amendment) Act, 1906."

Merchant Shipping Act of 1859 in respect of crews for home-trade ships, that is ships plying between ports in India. The Bill has been drafted so as to apply to the crews of foreign-going ships registered in British India under the Merchant Shipping Act of 1894 or registered in the United Kingdom under the same Act but not employed in trading with any port in the United Kingdom, the regulations which already apply to crews on home-trade ships plying to ports in India."

The Bill in question was referred to the Chamber for opinion by the Bombay Government, under date 23rd January 1906, and met with the unanimous approval of the Committee, who considered that its provision would have the effect of doing away with the grievances to which the attention of Government had, from time to time, been drawn. (*Appendix* **D-1.**)

LASCAR CREWS.

Alleged Repression.

In the early part of the year the Board of Trade drew the attention of the India Office to the oppression to which lascars were said at times to be subjected, and to the possible effects of such treatment; and the Secretary of State was asked to advise whether practical measures could be devised in order to prevent or minimise such abuses as were alleged to exist.

The abuses in question appeared to be practised at certain Indian Ports, notably Calcutta, where commissions were reported to be given by lascars to the serangs and tindals under whom they served, and by them to ghat-serangs in return for employment on board-ship.

The matter was referred to the Chamber by the newly formed Department of Commerce and Industry, and the opinion of the Committee was invited, particularly as to the scope of any action which might be considered necessary or advisable on the part of the Government.

The matter received the very careful consideration of the Committee, who at the same time instituted enquiries on the points alluded to in the correspondence.

With regard to the particular points referred to in the Secretary of State's despatch, the enquiries showed that so far as the engagement of Lascar crews on this side of India was concerned, there was no evidence that any abuse existed. On the contrary it appeared that men were engaged either direct or through a respectable licensed broker, and that the ship invariably paid the fee. As to the question of payments to serangs, the Committee, in the course of their investigation, found that the statement of the Board of Trade was also not borne out by evidence, as Bombay lascars were known to be a contented lot, and that as the demand for such labour was increasing the men were becoming more independent, cases being known where a serang had to pay a fee before a lascar would engage to serve under him. As a matter of fact, the Shipping Companies in Bombay never received complaints from the men. In communicating to Government the result of the Chamber's enquiries, as indicated above, the Committee expressed the opinion that action on the part of the authorities seemed not only unnecessary but unadvisable; and they added that the procedure which had been known to occur of delaying a ship unduly at a Port of call to thoroughly investigate an occasional suicide—which the best management in the world would be powerless to prevent—seemed to them, in the circumstances, unreasonable and uncalled for. (*Appendix* D-2.)

LASCAR CREWS.

Transfers at Continental Ports.

In December 1904 the Shipping Master of Bombay addressed the Chamber stating that cases had occurred in which

Masters of steamers carrying Lascar Crews engaged in India had, while at a port on the Continent of Europe, and before the termination of their agreements, transferred such Crews to vessels in a port in the United Kingdom. Transfers of this kind, it was explained, might sometimes become necessary as, for instance, in the case of a steamer being required for the North Atlantic trade, involving navigation in parts of the world precluded by the Indian Agreement. But such transfers were, however, not contemplated by Section 125 of the Merchant Shipping Act, 1894, and Government were therefore considering the question, whether any, and if so what action should be taken to regularize them. Legislation did not seem to be necessary or desirable, and the requirements of such cases would not be fully satisfied if the preparation of an agreement were left until the lascars came to be transferred at a foreign port.

In these circumstances it had been suggested that a supplementary proviso might be inserted in the form of agreement entered into in India by which the lascars would agree to be transferred, if required, from a port abroad to a port in the United Kingdom, and to serve on any vessel which might be provided, subject to the approval of such vessel by the Lascar Transfer Officers. Apparently the stipulation contemplated by this suggestion would be to the general effect, that if the parties should hereafter voluntarily agree that the Crew should be transferred from the vessel at a port out of the United Kingdom or Australia, to another vessel at a port in the United Kingdom or Australia, it should be a condition of any such agreement that the transfer should be approved in the manner described in Section 125 of the Merchant Shipping Act, 1894, by an officer appointed for the purpose; and that the Master should be bound to make good to the crew the charges to which they might be put on account of the journey from port to port, together with their wages

while they were in transit; and likewise to make good any further incidental loss or damage.

The Committee, after consulting the various Shipping Companies, stated in their reply, dated 2nd February 1905, that they saw no objection to the insertion in the Lascars' Agreements of a supplementary proviso of the nature proposed, but they disapproved of the interpretation of the Clause, namely that Masters should "likewise make good any further loss or damage," as in their opinion the above would have too wide a significance.

In a further letter dated 21st February 1905, the Committee also suggested that any alteration in the Agreement ought also to legalise the transfer of a crew from a ship in a port in the United Kingdom or the Continent to a ship in another Continental port. And lastly the Committee added that objection had been taken by one line of Steamers to the stipulation that the transfers should require the sanction of a Lascar Transfer Officer, on the ground that any transfer that might be made, would be to a British owned ship which would be trading within the limits of the Act; and it was desired that this latter point should be submitted for the special consideration of Government. (*Appendix* D-3.)

REGISTRATION OF MARINE SURVEYORS.

(See *Report*, 1904, *pp.* 91, 478.)

The above subject has been fully dealt with in the Report for 1904, and there is no need to go over the same ground again. The question was however raised afresh early in 1905 by the Bombay Underwriters' Association; and with a view to arrive at some mutual understanding it was arranged that the Chairman and a member of the Committee should meet the Chairman of the above Association on the 30th January 1905. As

a result of the discussion that took place the Committee subsequently informed the Underwriters' Association that in their opinion it would be advisable in the interests of trade generally, that a clause should be inserted in all Marine Policies, covering goods to this Port, that in case of damage the same shall be surveyed and assessed by persons registered by the Bombay Chamber of Commerce as Surveyors who hold a license from that body to act in such capacity. (*Appendix* D-4.)

RED SEA LIGHTS.

(See *Reports*, 1899, 1900, 1901, 1902, 1903, 1904.)

Intimation was received from the Government of India in November 1905 to the effect that, after further trial, the new incandescent burner of the Ras Marshag Light had been found to give satisfactory results and that it had been used in place of the old light since 17th October 1905.

INDIAN STAMP ACT, 1899.

Suggested Amendments.

Moveable Property.

(See *Reports*, 1902, pp. 8, 172; 1903, pp. 53, 351; 1904, pp. 59, 415.)

By Act XV of 1904, the Government of India, in response to representations from the Bengal Chamber of Commerce, altered the provisions of Article 6 of Schedule 1 of the Indian Stamp Act, in order to avoid the higher mortgage duty of half per cent., and to permit hypothecations of moveable property—whether intended to secure an existing account or a future advance—being charged with either the duty payable on Bills of Exchange, or half that duty according as the loan is repayable within a year or within three months of the advance.

It was, however, represented by the Bengal Chamber to the Government of India, in September 1905, that the new clause applied only to pawns or pledges of moveable property, and that a pawn or pledge implied actual possession; that it could therefore be only made of something in existence, and the property of the pledger at the time when the security was created. It followed therefore that a **hypothecation of property** to be afterwards acquired was outside the Article in question; and that the forms of security most generally in use —*viz.*, hypothecations of goods which were to be brought into presses, or warehouses, produce in the course of manufacture at mills, which was constantly being changed, and all moveable property which was to be purchased from advances—were not entitled to the benefit which was intended to be conferred when the Act was introduced into the legislature.

The Bengal Chamber accordingly suggested that the words "or hypothecation" after the words "pawn or pledge" wherever the latter occurred in the Articles referred to, would suffice in the sense suggested.

The case put forward by the Bengal Chamber seemed so sound, that the Committee decided to address Government in support of the recommendation. Before, however, this could be done the Government of India had acted on the suggestion put before them, and under date 6th October 1905, notified as follows:—

> "In exercise of the power conferred by Section 9 Clause (*a*), of the Indian Stamp Act, 1899 (II of 1899) the Governor-General in Council is pleased to direct that the duty chargeable under Article No. 40 of Schedule I to the said Act, on an instrument evidencing an agreement relating to the hypothecation of moveable property where such hypothecation has been made by way of security for the repayment of money

advanced by way of loan, or of an existing or future debt, shall be reduced :—

(*a*) If such loan or debt is repayable on demand, or more than three months from the date of the instrument, to the duty payable under Article No. 13 (*b*) of the said Schedule on a Bill of Exchange for the amount secured ;

(*b*) If such loan or debt is repayable not more than three months from the date of the instrument to half the duty payable under Article No. 13 (*b*) of the said Schedule on a Bill of Exchange for the amount secured."

Stamp Duty.

In the course of the year under review, it came to the knowledge of the Acting Superintendent of Stamps in Bombay that a practice prevailed amongst Insurance Companies of dividing between two forms the **Stamp Duty Payable on One Policy of Marine Insurance.** As this proceeding appeared to him to be irregular and not recognised by law, he notified, by Circular, that the provisions of the Indian Stamp Act should be strictly adhered to. The correct procedure, he considered, was to stamp the original Policy with the full Stamp Duty laid down in Article 47 of Schedule I, and in the case of the Duplicate with that provided in Article 25.

It was represented to the Committee that the interpretation of the Act, as put forward by the Acting Superintendent of Stamps, would mean that all Policies up to Rs. 8,000 must pay double the present rate, which certainly was not contemplated by Government when the rates were reduced to the level of those current in England ; and it appeared to the writers that the result of Government's action would be that in future no concession would be given to the trade for any Policies of Insurance covering or being below the amount mentioned. It was also contended that the custom ever since the rates were

reduced, had been to consider that the Stamp Duty, at the rate of 2 annas per thousand, must be divided between the Original and Duplicate Policies.

The Committee, viewing the matter in the light in which it was put before them, addressed the Government of India, submitting that as it was customary for the stampage to be paid by the Assured, any increase in the Duty would fall on the commercial community, and that such increase would certainly tend to divert business from India to countries where the rate was on a lower scale. In these circumstances the Committee asked that the Government of India might be pleased to consider the matter, with the view of orders being issued for the withdrawal of the Circular under reference.

While this report was in preparation, it was officially announced that a "Bill (dated 18th January 1906) further to amend The Indian Stamp Act, 1899" had been introduced in the Legislative Council of the Governor-General of India for the purpose of giving effect to the recommendations of the Bombay Chamber and other bodies.

At the Council meeting held on 19th January 1906, the Hon'ble Member, in charge of the Bill, made the following statement:—

> "The changes which it is the object of the Bill to introduce in the law are three in number, and are all of comparatively small individual importance. The first of them provides for a revision of the rates of stamp duty payable on Fire Insurance policies. It has been represented to the Government of India by the principal Chambers of Commerce and by various Fire Insurance Associations that the rates of duty prescribed by Article No. 47 (B) of Schedule I of the Act are unequal and in certain cases unduly high, and it was suggested by these bodies that they should be reduced to a uniform all-round rate of one anna per policy issued or re-issued. The

Government of India have considered this proposal in consultation with Local Governments and Administrations and, although they are not prepared to grant so large a reduction as was asked for, they are of opinion that the present rates are unnecessarily high. It is accordingly proposed in the Bill to sweep away the present schedule of rates, which vary according to the amount and period of the policy. In their place we substitute, first, a fixed duty of four annas in respect of every original policy when the sum insured is less than Rs. 5,000 and of eight annas in every other case; secondly, to impose a duty of equal amount on the payment of every premium. The effect of this arrangement is to tax all original policies of less than Rs. 5,000 to the extent of eight annas, and those of higher amount to the extent of one rupee, while every renewal or re-issue of a policy will carry a duty of one-half of these rates. The Government of India are of opinion that under the arrangement proposed it is desirable to impose the liability to stamp the policies and receipts upon the Companies which issue them. This condition has not been objected to by the various Fire Insurance Associations who have been consulted by the Local Governments. Secondly, the Bill provides for the legalisation of an existing but illegal practice of dividing the stamp duty payable on Marine Insurance policies between copies drawn in duplicate. Prior to the passing of Act VI of 1894 the duty on these policies was 4 annas for each Rs. 1,000 insured, the duty being equally divided between each part when the policies were drawn in duplicate. As a result of representations made to Government by Marine Insurance Associations in Calcutta and Bombay, the Indian rates were in 1894 reduced to bring them into line with the rates chargeable in the United Kingdom on similar policies. The provisions of Act VI of that year which

followed, as far as possible, those of the English Stamp Act of 1891, made no mention of the duties leviable on the separate parts of policies executed in duplicate. At that time the effect of Article 23 of Schedule I of Act I of 1879 (which corresponds to Article 25 in the present Act) which prescribed a duty on the counterpart or duplicates of instruments appears to have been overlooked. While, therefore, the intention was that the duties then imposed should represent the total duty on each policy whether executed singly or in duplicate, a small additional duty was actually leviable under the law on the duplicates of such policies. The practice, however, of dividing between two forms the stamp duty payable on one policy of marine insurance appears to have continued till it was recently objected to by the Superintendent of Stamps, Bombay. The Government of India have considered representations on the subject addressed to them by the Chambers of Commerce in Bombay, Karachi and Madras and it is now proposed to legalise the existing practice and to allow the total stamp duty prescribed by Act VI of 1894 to be divided between copies of marine insurance executed in duplicate as was provided by Act I of 1879. The third object of the Bill is to introduce certain other unimportant amendments, to which effect has already been given by executive orders. These relate (1) to the admission of private banking firms to the benefit allowed by Section 51 of the Act in regard to the refund of the value of unused stamped papers, (2) to a general exemption from duty of copies of, or extracts from, certificates relating to births, baptisms, marriages and deaths, and (3) to the reduction of the duty on mortgages of crops when the loan is repayable in more than twelve but not more than eighteen months."

A copy of the Bill, which is referred to above, was forwarded

to the Chamber for opinion by the Government of Bombay, under date 25th January 1906, and received the approval of the Committee, with the exception that under the head of "Fire Insurance," it was suggested that the clause might, for convenience, be altered to "when the sum insured is Rs. 5,000 or less." (*Appendix* D-5.)

INDIAN MERCHANDISE MARKS ACT.

During the year under review the Government of India had under their consideration the question of the advisability of modifying the practice which obtained at Indian Ports, in respect of the marking of the country of origin on imported goods. The law as it stands at present prohibits the importation of goods made or produced beyond the limits of the United Kingdom or British India (and having applied to them any name or trade-mark being, or purporting to be, the name or trade-mark of any manufacturer, trader or dealer in either country), if the goods do not bear a definite or conspicuous indication of the country in which they were actually made or produced. The Government of India were of opinion that it would probably be advisable to abrogate, in respect of the class of goods covered by Section 10 (1) (*d*) of the Indian Merchandise Marks Act, the existing rule which requires that a specific indication of the country in which the goods were actually made or produced must be given. They considered that such expressions as "not made in the United Kingdom or in India", "foreign make", "foreign produce", "made abroad", and allied phrases, might be accepted as counter indications sufficient to render admissible a trade description which would, if accompanied by any such qualifying phrases, be held to be a fresh trade description.

The Government of Bombay, in August 1905, asked for the views of the Chamber on the above points.

The Committee, after careful consideration of the question, approved of the suggestion that it should be permissible in

future for foreign goods to be stamped, with some such phrase as, "made abroad", "foreign make", or "foreign produce", but they considered that the mere abrogation of the rule might not in itself retard the present diversion of trade from British Merchants to foreign competitors, since the latter would continue to have the option of naming the country of origin if they chose. The Committee were of opinion that the abrogation proposed would have the effect of retaining, for example, the words, "made in Germany", or "made in Austria", etc., in the case of such merchandise as had already captured the Indian Market, whereas inferior imitations of the above, from the same or other foreign countries, would use the words "made abroad" or "foreign make", and with such indications pass off their hitherto more or less unsaleable goods, as the better class of German or Austrian Manufactures.

The Committee further considered that an amendment of the Act in the direction contemplated was not only desirable but would be more effective in attaining the end in view, if it were made compulsory that only such designations as "foreign make", "made abroad", "foreign produce," etc., be used without the actual mention of the name of the foreign country of origin. Exception would, however, be made in this respect in favour of all British Colonies and Dependencies, the goods and produce of which would be permitted to bear their respective names, such as "made in Canada", "produce of Australia", or some other phrase which would clearly show they were made or produced within the limits of the British Empire.

CLASSIFICATION OF IMPORTED COTTON GOODS.

In October 1905, the Government of Bombay addressed the Chamber on the question of the proper classification, for fiscal purposes, of imported Cotton Goods. This matter had

been under the consideration of the Government of India for some time and the local authorities were asked to consult the Chamber on the subject.

In the papers, which accompanied the reference, it was explained that such goods might be assessed to customs duty either as "apparel" under Article 17 of Schedule IV of the Indian Tariff Act, 1894 (VIII of 1894), or as "piece-goods" or "all other manufactured cotton goods not otherwise described" under Article 30 or under other less important heads of the Tariff Schedule. The existing orders on the subject, it was explained, were contained in various letters issued by the Finance and Commerce Department, but the Government of India were subsequently satisfied that these orders did not afford a satisfactory means of determining under which head of the Schedule any particular article should be classed. The orders of 1896 prescribed a basis of distinction between "apparel" and "piece-goods," which appeared to be opposed to the usage of the trade; and the instructions conveyed in 1902 formulated a definition of "piece-goods" which was accepted as of general application until the beginning of 1904, when it was explained that the definition should be regarded as applying solely to a particular class of cotton prints. These instructions, which were in some respects indefinite and conflicting, had resulted in considerable diversity of practice in the treatment, for fiscal purposes, of certain classes of cotton fabrics at the various ports, and the Government of India were of opinion that instructions, which would be sufficiently explicit and precise to prevent such divergencies in future, were required both in the interests of the Trade and of the Government.

The basis of the system which it was proposed to adopt would, it was explained, be a comprehensive and authoritative list of "cotton piece-goods," the commercial acceptation

of that term being accepted as the determining factor in the preparation of the list. It should contain all articles, manufactured from cotton, which were definitely recognised by the usage of the trade as "piece-goods," and all articles included in this list would be excluded from the category of "apparel" irrespective of the manner in which they were made up, or of the purposes for which they were intended to be employed. In order to facilitate the preparation of such a list, the Government of India invited opinion as to the classes of goods which should be included in it.

The matter received the careful consideration of the Committee, and in addressing Government, on 3rd November 1905, they expressed the opinion that a comprehensive and authoritative list of cotton piece-goods such as was desired by the Government of India, would be difficult, if not impossible, of attainment, owing to the constant changes in the manufacture of cotton goods, and the many new varieties that were continuously being introduced. An exhaustive list that would adequately differentiate between the two classes, and that would at the same time be correct and up to date, was, therefore, the Committee submitted, not considered feasible under existing conditions. In these circumstances they suggested, for the consideration of Government, that the difficulty felt by the Customs Authorities could be overcome by a decision to tax all imported cotton cloth, unless made up into garments, at an uniform rate of 3½ per cent. Difficulties regarding assessment could not then arise, and a decision of this nature would, the Committee considered, be a great convenience to all who were interested in the importation of such goods. If, however, this proposal did not commend itself to Government, the Committee suggested that (in view of the fact that an exhaustive list of cotton piece-goods was not possible) the Customs Department might, in the first instance, when a difficulty arose, consult

with the Chamber as to whether, in their opinion, the goods in question should be assessed at 5 or 3½ per cent. The eventual decision should however be acquiesced in at all the different Ports. The Committee, in conclusion, suggested the following additional items of cotton goods for inclusion in the list mentioned in the Bombay Collector of Customs' letter of the 10th November 1903, *viz.*, picture and printed handkerchiefs, prayer mats, blankets, socks, rep cloth, silkettes, satteens, coloured shirtings, meltons, undershirts, towels, ducks, gauzes, khaki regattas, galateas, sarongs, grenadines, chiffons, and sailcloths. (*Appendix* E-1.)

REGISTRATION OF TRADE MARKS IN THE ARGENTINE REPUBLIC.

The Committee of the Chamber were informed by Government in August 1905 that the Foreign Office at Home had issued the following advice to all British exporters :—

"It is very important for foreign trade-marks on imported articles to be promptly registered in the Argentine Republic, as cases have occurred where the trade-mark of a well-known firm has been adopted and registered by an unscrupulous person and the real owner prosecuted for using it; the latter may even be cast in damages. The use of a showy and distinctive mark, combined with lavish advertising, will do more than mere quality alone to ensure a large sale in this country.

"It is also important to note that a contract signed in the United Kingdom cannot be enforced in Argentine unless it has been *viséd* at an Argentine Consulate in the United Kingdom." (*Appendix* E-2.)

TARIFF VALUES OF COTTON GOODS.

The question of revising, at intervals, the Tariff Values of Cotton Goods, fixed under Section 7 of the Cotton Duties Act,

II of 1896, again came before the Government of India during the year. Half-yearly revisions were introduced in 1899 at the instance of the Bombay Millowners' Association, but that body had since been opposed to the procedure on the ground that frequent changes in the valuations tended to hamper trade and to affect running contracts. The Government of India were disposed to think that the **fiscal advantages of half-yearly revisions** were not commensurate with the possible embarrassment to trade which might be occasioned thereby. The views of the Chamber were accordingly invited by the Bombay Government on this aspect of the question in a letter, dated 29th July 1905. It was explained at the same time that the Government of India would in any case reserve the right, in the interests both of the Government and of traders, to revise the Tariff Valuation at any period, in the event of a material fluctuation occurring in the prices of Cotton Goods.

The matter received the careful attention of the Committee, and it appeared to them that in order to adequately deal with the problem of tariff revisions for goods made locally, it was essential, in the first place, to thoroughly understand the true position of the importing firms. For instance, an importer from England, of cotton cloth, had to pay import duty on the market price in Bombay on the day the goods were landed. If, therefore, as had previously been the case, a merchant sold Lancashire cloth at a price including duty (shipments to arrive six to nine months after date of sale), he had, so far as duty was concerned, to run the risk of the Bombay market for many months. Should the market price rise—as it had done considerably at the time the question was referred to the Chamber—he lost, for when he had made his arrival sale he reckoned for import duty 3½ per cent. upon the then value of the cloth delivered in Bombay Harbour. If, on the other hand, the market fell, the importer ought to be

benefited, but in practice this was not so, as it was found that duty had always to be paid on market or invoice value, whichever happened to be highest at the time the goods were landed.

In addressing Government on the subject on 17th August 1905, the Committee pointed out that the **principle of the excise**, when originally arranged, was to equalise matters as between the importer and the local manufacturer. This desirable equilibrium, however, they submitted, could not be maintained without the institution of frequent revisions. By granting the local manufacturers a tariff rate fixed for some months ahead, they were put in a better position than the importer, who was obliged to pay *ad valorem* on the day the goods arrived in port. The Committee had no desire to throw difficulties in the way of local manufacturers, but they felt that the principle on which excise was based and the importers' position in the matter, should be fully considered by Government when dealing with the question.

At a later date, the Chamber was informed by the local Authorities that the Government of India had decided that the tariff value of cotton goods, fixed under Section 7 of the Cotton Duties Act, 1896 (II of 1896), should in future be revised annually in December of each year instead of, as hitherto, at intervals of six months. The Supreme Government reserve the right, however, to revise the tariff valuations at any period, in the event of a material fluctuation occurring in the prices of Cotton Goods. *(Appendix* E-3.*)*

SUGAR DUTIES TARIFF VALUATIONS.

(See *Reports*, 1902, *pp.* 41, 266 ; 1903, *pp.* 55, 364 ; 1904, *pp.* 57, 408.)

In July 1905 it was suggested to this Chamber by the Karachi Chamber of Commerce that a fixed Tariff value for beet sugar would be more advantageous to sugar importers

than the present system of adjusting the Tariff value to the current market rate every twelve months or so—a system, it was remarked, that led to uncertainty, speculation and possible loss. Further it was suggested that the Government of India should be moved to legislate in the direction of fixing the Tariff value as proposed.

In their reply the Committee stated that this and kindred points had already been discussed several times in Bombay within the last two years with responsible Government Officials. The suggestion they put forward on these occasions was however not for a permanent Tariff value, but only for a period of three years. But as special legislation would have been necessary even for the above short period, Government declined to undertake it, the principle of the Tariff being "ad valorem," with a few fixed rates for convenience, and these subject to alteration at any time. In considering all the circumstances, and the attitude of Government towards the proposed change, the Committee decided not to proceed any further with the subject, as they were of opinion that a representation to Government under existing conditions in the direction indicated, would not lead to any tangible results.

However, subsequently in November 1905 it was brought to the notice of the Chamber that whilst the existing Tariff valuation for beet sugar was Rs. 11-10-0, the spot bazaar value of such sugars was Rs. 9-12-0, equal to Rs. 8-10-0 Bombay Bunder; and that there was every probability of a further decline on arrival of expected heavy shipments. In the ordinary course fresh valuations would only be fixed from the 1st January following, but owing to the large quantity of new crop sugar that was expected before the expiry of the year, the Committee thought it advisable to approach Government at once with a view to inducing an immediate reduction. Urgent telegrams were accordingly despatched

on the 14th November to the Finance Department, Government of India, and to the Department of Commerce and Industry, Calcutta, pointing out that the Tariff value for crystallized beet sugar was actually Rs. 3 over nett landed value, and concluding with a request for an immediate adjustment of the Tariff rate. The matter was at the same time brought to the personal notice of the Hon'ble Mr. J. P. Hewett, C.S.I., C.I.E., Member of Council for the Department of Commerce and Industry, India. Copies of all correspondence on the subject were also forwarded for information to the Karachi Chamber. On the 17th November this Chamber received intimation that the Director-General of Commercial Intelligence would be in Bombay shortly and would be glad to have a conference with our Committee on the 24th of that month, and that final orders on the subject under discussion would be issued on his return to Calcutta. At the meeting that took place the Committee recommended the following Tariff rates :—

			Rs.	a.	p.
Sugar, China, Candy	... ...	per cwt.	16	4	0
„ Loaf (excluding Cube and Chopped)	... ...	„	12	0	0
„ Crystallized beet	... ...	„	8	8	0
„ Crystallized and soft (other than beet), refined in the United Kingdom	... ...	„	8	8	0
„ Crystallized soft, refined in China	... ...	„	9	0	0
„ Crystallized soft from Egypt		„	8	10	0
„ Crystallized soft from Java, above 20 Dutch Standard	...	„	8	10	0
„ Crystallized soft from Mauritius		„	8	2	0

But the above rates were not altogether approved of by the Director-General, and shortly after his return to Calcutta a telegram was received from the Government of India stating

that a Notification would be issued in the *Government Gazette* of the 9th December revising, with effect from that date, Sugar Tariff valuations as follow :—

		Rs.	a.	p.
Sugar, China, Candy ... ...per cwt.		16	4	0
„ Loaf (excluding Cube and Chopped) ... ... „		12	0	0
„ Crystallized ... ... „		9	0	0
„ Crystallized and soft (other than beet), refined in the United Kingdom ... ... „		9	0	0
„ Crystallized and soft, refined in China ... ... „		9	8	0
„ Crystallized and soft from Egypt ... ... „		9	2	0
„ Crystallised and white from Java, above 20 Dutch Standard ... ... „		9	0	0
„ Crystallized and soft from Mauritius ... ... „		8	10	0
Molasses ... ... „		2	12	0
All other sorts including Saccharine produce of all kinds, and confectionery	*Ad Valorem.*			

(*Appendix* E-4.)

AMENDMENT OF THE TARIFF SCHEDULE.

The Director-General of Commercial Intelligence visited Bombay in November 1905, and on the 22nd idem he met the Committee of the Chamber, and the proposed amendments to the Tariff Schedule were discussed and revised where necessary.—(see *Appendix* E-5).

THE TOBACCO ACT IN BOMBAY.

A petition was submitted to the Collector of Customs, Bombay, in April 1905, by certain dealers and holders of licenses for imported tobacco, cigars, etc., with respect to the enforcement of Section 9 of the Bombay Abkari Act, requiring them to obtain "permits" for the purpose of moving or transferring tobacco, cigars or cigarettes (within the limits of Bombay) from the premises of one dealer to another after Octroi Duty had been paid.

The petitioners pointed out that all foreign tobaccos, cigarettes and cigars were imported into Bombay from abroad by sea, excepting Indian tobaccos, etc., which were received from Southern India by Railway, and they fully recognized the importance of the precautionary measures taken by the Customs House Authorities in requiring the attendance of a Customs peon, when removing tobacco from the dock, shed, or Railway station to the Tobacco Warehouse, in order that the proper Octroi might be collected. But they remarked that when once the Octroi Duty had been paid, it could not be a matter of any importance to the Government whether this tobacco was removed from one dealer to another, or indeed what became of it. The strict observance of the present system of obtaining permits was, they said, very inconvenient and often resulted in loss of trade. The following instances were given by them of the difficulties incurred :—

(1) Permits were issued daily between the hours of 10-30 a.m. and 5-0 p.m. with the exception of Sundays and Holidays, while the business hours of many tobacconists were from 6 a.m. to 9 p.m., including Sundays and Holidays. Therefore in accordance with the Act, it was impossible for dealers to transact any business except between the hours of 10-30 a.m. and 5 p.m. This, it was

contended, placed them in a very awkward position, especially as a large amount of business was required to be done by mofussil dealers before 11 a.m. and after 5 p.m.

(2) By the Act, a licensee was not allowed to transfer a single tin or packet of cigarettes or tobacco from his shop to another without a permit. This hindrance often resulted in loss of trade, or the risk of a fine, if he did not wait for a permit.

(3) Assuming that the dealer had obtained a permit as required, and had despatched goods by his servant to his customer, and which goods for some reason were not approved of, or again if a bargain had been made to pay the bearer on receipt of the goods, and payment was not forthcoming, the said goods would naturally have to be taken back to the dealer's shop. But the servant, not having a permit for the return journey, would be liable to the infliction of a fine through no fault of the dealers.

The petitioners further pointed out that 4 seers was the maximum quantity allowed to be removed without permit by smokers for private consumption, or by mofussil merchants, but that the quantity bought by a Mofussil merchant often amounted to a great deal more, which could not be delivered at once under existing conditions. Lastly, they stated that the laws existing in the other large ports of India had no such restrictions, and that it was remarkable that the tobacco and cigarette trade in those ports had increased much more in proportion than it had in Bombay, a fact that could be borne out by the Import Lists.

The Committee, in addressing the Customs Department on the subject, stated that the contention of the petitioners appeared to them to be fair and reasonable, and that it also seemed that the present restrictions tended to hamper trade. However, before deciding as to the advisability or otherwise

of taking any definite action in the matter, they enquired whether there were any practical difficulties in the way of complying with the petitioners' request, and if so, what the real objections were to relaxing the rules in the direction indicated. The Committee also asked if it was a fact that at other Indian Ports there were no such restrictions.

In reply, the Collector of Customs stated that if the tobacco dealt in by the signatories to the petition were entirely foreign tobacco, imported by sea, it might be assumed that the safeguard of the Customs House would be sufficient, and that all foreign tobaccos dealt in by the dealers was duty paid. But the consumption of Indian manufactured cigars was great and increasing. These were treated as foreign tobaccos entirely for the convenience of the dealers and the public. Were they treated as country tobacco, the strict supervision and the maintenance of accounts which were enforced in the case of the latter would also have to be applied to these cigars. It was well-known that smuggling of these Indian cigars was not only possible but actually existed, and this was chiefly due to the liberal amount, *viz.*, 8 lbs., allowed to be imported free of duty. It could not therefore be said that the precautions complained of were unnecessary.

With regard to the difficulties referred to, the Collector remarked that in the first instance, the hours in which permits could be obtained were from 10-30 a.m. to 5 p.m. These he considered fully sufficient for the dealers to replenish their stocks, to obtain consignments from the Railway station, to despatch them from stations, and generally to execute orders exceeding 8 lbs. in amount. That the only case in which any hardship could possibly occur would be that of an order exceeding 8 lbs. received after 5 p.m. and requiring to be executed that night. But that an order so received would be almost equally difficult of fulfilment in every line of business.

The second difficulty complained of, namely that of a customer having to wait till the dealer obtains a permit to get a special brand from another shop, he considered as one that would not apply, as the customer would not be likely to wait in any case, but would probably prefer to go to the other shop himself. As regards the mofussil merchants referred to, their business must, like others, be done in ordinary hours, and a two hours' delay on the execution of their orders would not be of importance in such cases. The third difficulty mentioned did not exist, as permits were for twenty-four hours, and in the event of non-delivery or non-acceptance of a parcel the dealer's servant could bring it back without hindrance. As regards other Indian Ports, the Collector stated that it was probably correct that similar restrictions did not exist in them, the reason being that the tobacco duty in Bombay was entirely a local duty, having nothing to do with the Customs or with the Port. It had been assigned by Government to the Municipality and the entire net collections went to the latter body.

Considering all the circumstances, the Collector concluded that there were not sufficient grounds for asking Government to amend the Tobacco Act in the direction desired by the foreign tobacco dealers and license holders; and in this view the Committee acquiesced. *(Appendix* E-6.*)*

THE EXCISE COMMITTEE.

Early in September 1905 the Government of India decided to convene a Committee, representative of the principal provinces, to consider the progress of Excise Administration in respect of intoxicating liquors, and to promote reforms therein. The general line of policy laid down by Government for the guidance of their Committee may be summarised as follows:—

That the Government of India had no desire to interfere with the habits of those who use alcohol in moderation: this being regarded as outside the duty of the

Government; and it was necessary in their opinion that due provision should be made for the needs of such persons. The settled policy, however, was to minimise temptation to those who did not drink, and to discourage excess among those who did, and to the furtherance of this policy all considerations of revenue had to be absolutely subordinated. The most effective method of furthering this line of action was to make the tax upon liquor as high as it was possible to raise it without stimulating illicit production to a degree which would increase instead of diminish the total consumption, and without driving people to substitute deleterious drugs for alcohol, or a more or less harmful form of liquor. Subject to the same considerations, the number of liquor shops were to be restricted as far as possible, and their locations were to be periodically subject to strict examination with a view to minimise the temptation to drink, and to conform as far as was reasonable to public opinion. It was also important to secure that the liquor which was offered for sale was of good quality and not necessarily injurious to health.

The three principal branches of the Excise Administration to which attention was directed were—

(1) Country Liquor,

(2) "Foreign" Spirit, whether imported from abroad or manufactured in India, and

(3) Tari or palm juice.

The Committee were also to consider what explanation could be afforded of the fact that the consumption of liquor per head of population was greater in the Bombay Presidency than elsewhere; whether this fact was connected with the Bombay District Monopoly System above referred to, and whether it could be remedied by appropriate modifications of that system.

As regards foreign liquor the Committee were to consider the following questions :—

(1) Was there any foundation for the common allegation that this class of intoxicant or any particular variety of foreign spirit, is more deleterious than country liquor?

(2) Did the rates of taxation on this class of liquor (taking into account the fact that the vend fees charged thereon are as a rule light), or the nature of the regulations under which it is sold, tend to undue stimulation of its sale in preference to that of country spirit, and, if so, to what extent?

(3) Was the consumption of foreign spirit increasing out of proportion to the increase of population, and, if so, is any change of system necessary to bring it under better control?

(4) Were there any classes of the population to whom it offered special attractions, and whose use of it should be discouraged?

The Committee were also to direct their attention to any cases in which there might seem to be a tendency to press increase of excise revenue for its own sake, and not merely as a means of reducing consumption.

It was not intended that the above enumeration of the points for enquiry should be exhaustive, and the Committee were given full liberty to raise and consider any other questions of importance that might occur to them in the course of their proceedings.

The Excise Committee visited Bombay and halted here from the 9th to the 20th December 1905, and they enquired of the Chamber whether the Chairman or any member desired to lay before them any matters which bore on the enquiries

for which they had been appointed, or had reference to Commercial or Industrial developments connected with Excise, the tapping and distilling industries, or other cognate subjects.

In reply to the above invitation the Committee of the Chamber submitted a statement regarding excise matters, which may briefly be summarized as follows:—

Question 1.—The Committee remarked that, judging by analogy and from the observed good and bad effects of costly and cheap spirits on the average individual, they could not but feel that the cheap foreign Brandies and Whiskies selling in the Bombay Bazaars at such a low figure at Rs. 13 or thereabouts per dozen quart bottles must be injurious to consumers. It was believed that Country Liquors were frequently beneficial, and that it was probably for this reason they were preferred by the poorer classes of natives. That the increasing consumption of cheap imported Spirits might perhaps be put down to their greater intoxicating qualities, and to the steady growth of the lower educated classes, who more or less imitated European habits, and therefore considered the drinking of some form of European Spirits, no matter what, as more befitting their position.

Questions 2 & 3.—The Committee considered that the rates of taxation, and the nature of the regulations under which Foreign Liquor was sold did tend to stimulate its sale. They were inclined to think that a graduated system of duties in favour of the better class of spirits might be advisable, so that the cheapness of the article would not favour its importation. At present Whiskies and Brandies, which were 15 years old and proof strength, valued at 15 shillings per gallon, paid exactly the same Customs Import Duty as proof-spirit which might be the produce of some bye-product, and be less

than 12 months old, and of an invoice value of one shilling per gallon. This enabled bazaar dealers and importers to sell these cheap spirits at prices which tempted people, especially the town-bred classes, to purchase them, when speedy intoxication was perhaps all that was desired.

Question 4.—The Committee stated that they understood that Eurasians and poor Europeans generally bought these foreign spirits on account of their cheapness, and the lower classes of educated natives, who affected European habits but could not afford to buy good brands of European liquors, were also large consumers. This practice might, it was thought, be greatly discouraged by either instituting a graduated taxation on values of spirit in favour of the better qualities, or by totally prohibiting the import of Foreign Spirits under a certain age, except for industrial purposes. But the difficulties of carrying out this latter suggestion were admitted, as the age of spirits could not be ascertained from analysis.

Fixed Licenses.—That in the matter of licenses for selling foreign liquors there appeared to be a decided "tendency to press increase of excise revenue for its own sake, and not merely as a means of reducing consumption." An instance had come before the Committee where the license tax had been increased, 62½ per cent. within a few years.

The Chamber's Committee were informed that a license for selling wines, spirits, and liquors in the United Kingdom was only some £25 per annum; and this amount, they understood, did not vary according to the business done. They felt that it could hardly be contended that the amount charged for a license to sellers of foreign liquors in India was "a means of reducing consumption," and this object was obviously not aimed at in the United Kingdom. It was,

they considered, a tax which should not be influenced by the proportion of business done, and they would be glad to see some definite basis fixed on which the tax could be regulated.

The Bombay Abkari Act, No. V of 1878, Section V—Sale—Clause 16.—In this Clause it was defined that no license "shall be necessary for the sale of any liquor not manufactured or produced in India in its original casks or packages as imported." This the Chamber's Committee suggested should be more clearly defined for the following reason.

After it had been customary for very many years for wholesale importers to open, before sale, cases of wine, beer etc., in order that sound bottles might be substituted for "broken" and "ullage," which were common in every importation; and after it had also been customary to fill to the bung a cask of beer, &c., before delivery to a buyer, it was suddenly ruled by the authorities that such action on the part of a wholesale importer contravened the Act in so far that substituted bottles were not sold in their original packages and that beer transferred on account of dryage and leakage from one cask to another was not also sold in the cask in which it had been imported.

It could not be believed that it was ever intended that this Clause should be so interpreted, and as the action of the authorities appeared to be for revenue "for its own sake," the Committee of the Chamber suggested that an explanatory note should be added, so that wholesale importers might be able to trade as formerly. (*Appendix* E-7.)

CLASSIFICATION OF HIDES AND SKINS FOR TRADE PURPOSES.

A communication was received in August 1905 on the above subject from the Director-General of Commercial Intelligence, pointing out that the prices of Hides and Skins

reported to his office from various parts of India related to so many denominations and terms of weight, number, etc., that they had little practical value. And he stated that an effort would be made in future to obtain quotations, accurate so far as possible, for one or two selected and typical descriptions of skins and hides known to the trade throughout India; and that it was believed by restricting enquiries to these descriptions a much closer approximation to accuracy would be obtained. In conclusion he asked the Committee to favour him with an expression of their opinion as to :—

(*a*) The descriptions of Hides and Skins to be adopted as standards of the rise and fall of prices—stating whether dry or wet hides were in question.

(*b*) The terms (*i. e.* the number of pieces or weight) in which the quotation should be stated.

The Committee in their reply remarked that with the information then available they did not consider themselves in a position to propose any practical scheme of classification that would be applicable to all India. That the Hides and Skins brought into Bombay differed very largely according to the Districts they came from and the season of the year, not only in quality, but also in the standards of weights, etc., by which they were quoted. It was, therefore, extremely difficult, if not impossible, to arrive either at a satisfactory standard of quality or at a common basis of quotation. The Committee however submitted a tabulated statement, showing class, rate, and average weight of various Hides and Skins, which might, they thought, in conjunction with information from other parts of the country, enable the Director-General to formulate some such classification as he proposed.

As the said statement is too lengthy to quote here, Members are referred to the Appendix for the full information. (*Appendix* E-8.)

CONSTITUTION OF A RAILWAY BOARD.

AUTHORITY AND FUNCTIONS.

The Government of India had under consideration for some time the recommendations made in his Report on the "Administration and working of Indian Railways" by Mr. Thomas Robertson, Special Commissioner for Indian Railways, with regard to the constitution of a Railway Board to control the Railway system in India and its extensions, in place of the Public Works Department (Railway Branch) of the Government of India.

The conception of a Railway Board is not new. It had been advocated and considered on various occasions for many years past. Its central idea is that there should be a body of practical business men **entrusted with full authority to manage the railways of India** on commercial principles, and freed from all non-essential restrictions or needlessly inelastic rules.

In view of the great expansion that has taken place in the railway system of India and of the necessity which has in consequence arisen for providing a more powerful and efficient machinery for the rapid disposal of increasing business, the Government of India placed before his Majesty's Secretary of State for India certain proposals for the constitution of a Railway Board, which, with some modifications, received his sanction during the year.

There are two distinct classes of duties with which the new authority will have to deal.

The first is deliberative, and includes the preparation of a railway programme and the greater questions of railway policy and finance affecting all the lines. The ultimate decision on such questions must of necessity rest with the Government of India. The second class of duties is administrative, and includes such matters as the construction of new lines by State

Agency, the carrying out of new works on open lines, the improvement of railway management with regard both to economy and public convenience, the arrangements for through traffic and the settlement of disputes between railways.

It is in respect to these duties that the greatest advantage in the establishment of an authority outside the Government of India is looked for. The Railway Branch of the Public Works Department of the Government of India has been abolished, and the control of the Railway system in India entrusted to a Railway Board, consisting of three persons, a Chairman and two members.

In the Chairman of the Board is vested the general control of all questions committed to the Railway Board and power to act on his own responsibility, **subject to the confirmation of the Board.**

The Railway Board are also authorised to delegate to the Chairman or a member the power of settling questions which may arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board.

The responsibility of acting in accordance with the policy desired by the Government of India rests with the Board and their advisors.

Mr. F. R. Upcott, C.S.I., Government Director of Indian Railway Companies, has been appointed to the Chairmanship of the Board, and the two members are Mr. W. H. Wood, General Manager of the Hull and Barnsley Railway, England, and Mr. T. R. Wynne, C.I.E., Agent and Chief Engineer, Bengal-Nagpur Railway, with Mr. Neville Priestley, Secretary. These gentlemen assumed office in March 1905.

RAILWAY RATES.

Railways in India have now reached a stage of development at which the numerous junctions of the different systems, and

the increasing numbers of branch and chord lines, introduce with greater frequency than was formerly the case the element of competition between the administrations concerned. At such times it would appear to be the practice in vogue for one administration to raise its rates against its neighbours, and, when it is a matter of conflict of interests between Railways, the raising of such rates is carried out without reference to the commercial community or consideration of their interests. Should such a conflict arise in the middle of the export season, when merchants have made their contracts on the basis of previous existing rates, a serious dislocation of trade is liable to occur, or it may be, that individual dealers are suddenly deprived of a portion or the whole of their profits owing to circumstances which it was impossible for them to foresee.

Soon after the constitution of the new Railway Board, it was brought to the notice of the Committee that the East Indian Railway had notified that, with effect from 1st April 1905, a **terminal charge** of 6 pies per maund would be added to the ordinary and special rate lists for Bombay and Dadar in both directions. It seemed to the Committee that the action of the East Indian Railway was not only contrary to the principles laid down in the Indian Railways Act, but would have the effect of hampering the trade to and from the Port of Bombay, inasmuch as it was not proposed to levy a similar impost in the case of Karachi traffic.

In bringing the matter to the notice of the Railway Board, the Committee begged that such steps be taken as might lead to the abandonment of this undesirable impost, which must, they submitted, tend to hamper trade which legitimately belonged to this Port.

In the reply which the Chamber received from the Railway Board in June 1905, it was stated that the Chamber had been

misinformed as regards the terminal referred to not applying to Karachi, the fact being that such terminal was charged equally to Karachi as to Bombay. (*Appendix* F-1.)

RAILWAYS IN INDIA.

Simplification of Goods Tariffs.

It may be recalled to mind that Mr. T. Robertson, in his report on the general working of Indian Railways, referred with emphasis to the complications of the goods tariff in this country and suggested that there should be one general classification of goods for all India, and, if possible, one scale of rates applicable on through distances. The present practice of allowing each Railway to have a separate classification and a separate scale of rates applicable to the junctions, has had the effect of leaving the public in great uncertainty as to the actual rates chargeable. The matter has frequently engaged the attention of the Railway Conference, and proposals have from time to time been made for the simplification of the goods tariffs. With the great expansion in the mileage of Railways the need of simplification is yearly becoming more urgent, both in the interests of trade and of those who have to work the system. The first step in the matter would appear to be to endeavour to get the railways to frame an uniform classification of goods, and with this object in view the various Railway Administrations were requested in the early part of the year to frame lists of principal commodities carried with the different tariff conditions attached thereto, to enable a Committee to formulate proposals for consideration by the Railway Conference.

The matter was officially brought to the notice of the Chamber in April last by the Secretary of the Indian Railway Conference Association, Calcutta, who forwarded a copy of a Circular letter which had been addressed to the various

Railway Administrations in India, parties to the Association, from which it appeared that there was complete unanimity in favour of a Select Committee being appointed to examine the whole question, which, it is generally recognised, is one of importance to the commercial community at large, no less than to the Railways themselves. The Chamber was informed that when the work was undertaken it would probably be found expedient to obtain its views on the subject, and that any suggestions that might be made would receive careful consideration.

The Committee, in reply, welcomed the action which it was proposed to take, and stated that when they were advised of the specific lines on which the revision was likely to proceed, they would be glad to go into the question in all its details.—(*Appendix* F-2.)

RAILWAYS.

NAGDA-MUTTRA BRANCH.

(See *Reports*, 1902, *pages* 10 *and* 176; 1903, *pages* 79, 454; *and* 1904, *pages* 65 *and* 433.)

In the Financial Statement for 1905-06, the Chairman of the new Railway Board gave an interesting summary of the financial position of the Railways and Irrigation Works in India and the policy of Government in regard to their development.

The Nagda-Muttra line, which has been advocated by the Chamber for many years, is now under construction. The Southern Section, 142 miles, will be from Nagda to the crossing of the Chambal River. Referring to this Railway, Lord Curzon, in the course of his reply to the farewell address presented to him by the Chamber on 8th November 1905, said :—

"As regards Bombay in particular, I have been able to befriend your commercial interests in many ways. I never

forgot the strong plea that you put in for the Nagda-Muttra Railway in my first year, and although I could not for a time succeed in squeezing it into the programme in the face of what were represented as more pressing claims, yet it is now there for good and all ; 73 lakhs are being spent upon it in the current year, and the line will be finished by March 1908."

The Committee understand that the Secretary of State has sanctioned fifteen crores being spent on the official railway programme of 1906-07 and has also provisionally sanctioned a similar sum being spent in each of the two following years. Half of this grant will be expended on open lines and half in constructing new lines.

RAILWAY COMMUNICATIONS WITHIN THE CITY AND ISLAND OF BOMBAY.

(See *Reports*, 1863-64, *XXIII*, 11, 134 ; 1864-65, *XVII*, *xlviii*, 123, 136 ; 1866-67, 249 ; 1867-68, 177 ; 1873-74, 21, 402 ; 1898, 74, 238 ; 1904, 127, 571.)

The question of railway communications within the City and Island of Bombay occupied a good deal of the Committee's attention during 1904 ; and when early in June 1905 the Committee were given to understand that Government would shortly be acquiring land for the construction of a narrow overbridge at the Marine Lines, it seemed clear from this (and from the fact that to complete an Improvement Trust Scheme of a new road across the Island, another bridge was to be built between the level-crossing at Chowpaty and the French Bridge) that Government had no intention of doing away with the B. B. & C. I. Railway from Grant Road to Colaba.

The Chamber in a letter, dated 7th June 1905, again pointed out to Government that on the transfer of the Cotton Green to Mazagon, the goods traffic on the line now running along the sea front would be largely reduced, and that if an effective system of electric cars was established between Church Gate and Grant Road on a reasonable basis, it was contended that the traffic between the above two stations would probably be mainly from stations north of Grant Road which it was held could be dealt with to greater advantage on the other side of the Island. They further urged that if the two overbridges were built as intended, the development of the sea front on a scale worthy of Bombay was likely to be indefinitely postponed. The present Railway along the sea front was considered an obstacle to the opening of the land to the West, and until it was cleared away the Queen's Road, with its three stations, must ever remain cramped and unworthy of the City. The Committee gave it as their opinion that the true solution of the problem of the Queen's Road and of the necessity for establishing a good electric tram service from Grant Road to Church Gate and Colaba (running either along the Queen's Road on the track now used by the Railway) was to do away with the Railway south of Grant Road, and to construct a wide carriage road along the sea front from the foot of Malabar Hill to beyond the Wodehouse Bridge. This would obviate the necessity of building the proposed two unsightly overbridges, and would at the same time throw open the western sea front for public purposes. In conclusion, the Committee respectfully requested that before work was undertaken on either of the contemplated bridges the whole question of local communications and of the problem of the sea-face should be considered on the spot by a Committee appointed by Government, composed partly of local representatives who were fully conversant with the City's needs and aspirations.

Full publicity was given to the Chamber's views in the local press, and a copy of their letter addressed to the Bombay Government was forwarded to the Railway Board at Simla.

In acknowledging the Chamber's representations the Secretary to the Government of Bombay in the Public Works Department (Railways) stated in a letter, dated 28th June 1905, that on the question of abolishing the Railway from Grant Road to Colaba, the Government had come to the conclusion that the adoption of such a course would cause so much inconvenience to a large section of the public that it would be unjustifiable. That the passenger traffic between stations south and north of Grant Road was enormous, and that it would be in the highest degree inconvenient for people who live in Salsette and work in Bombay, especially those who had luggage with them, to have to change into tram-cars; and Government had the best authority for stating that these passengers could not be conveyed to and from Victoria Terminus without a most costly extension of permanent-way and stations in the most populous part of the town.

But if the Esplanade was connected with the sea-face by a road from the Framji Cowasji Institute and an overbridge south of the Marine Lines station, and a road made along the sea-face from Colaba to Chowpaty, almost all the amenities which could result from the abolition of the railway would be secured. That it was not improbable the southern part of the railway would be electrified, and in that case it would give less cause for offence than tram lines along the Queen's Road. That this course would not, however, dispense with the need for overbridges, and the Governor-in-Council could not concur in regarding them as necessarily unsightly especially in comparison with an over-head railway advocated by the Chamber. Government therefore had no hesitation in coming to the conclusion that whatever else happens, public convenience

required that a railway, whether in its present form or electrified, must run for passenger traffic at any rate as far as Church Gate Station. As the Railway Board accepted this view, there was no reason why the B. B. & C. I. Railway Company should not be called on to fulfil its obligation of building the said overbridges before its term of management expired. In conclusion, it was stated that the Governor-in-Council was unable to recommend that the construction of the overbridges should be postponed and the Railway relieved of an obligation, which it is willing to fulfil at once, in order that the question incidentally raised in the Chamber's letter of 10th November 1904 might be considered along with other questions referred by Government for opinion. There was not, in the estimation of Government, such reasonable doubt as to the proper answer to former questions, that it would be justifiable to accept the consequence of delay for the purpose of making further inquiry regarding it.

On the 12th July 1905, the Committee of the Chamber, in replying to the above communication, stated that they were still of opinion that as the subject under discussion was of such grave importance to the future well-being of the City, no opportunity should be missed of fully ascertaining the opinions of all who were interested in the City's welfare. With this object in view the Committee again appealed with renewed hope to His Excellency the Governor-in-Council to favourably consider their previous suggestion of appointing a truly representative Commission to thoroughly enquire into and report on the whole question of local communications, including in its scope the proposed erection of overbridges south of the Grant Road Station.

On the 14th November 1905, the Secretary to Government, Public Works Department (Railways), informed the Chamber

that the Railway Board, with the corroborative testimony of the Bombay Municipal Corporation, had accepted the decision of the Bombay Government—which had been arrived at after sufficient enquiry and careful consideration of the requirements of a large section of the public—that the Railway line must remain for passenger traffic at any rate as far as Church Gate Station; and that in view of the reasons explained by Government the construction of the proposed overbridges should be proceeded with without delay; consequently orders were being issued for the immediate commencement of work on the above.

The Committee of the Chamber, in acknowledging the letter on the 1st December 1905, expressed their regret that so important a decision should have been arrived at without a full enquiry, so necessary at the present time, into the whole system of local communications in Bombay, including the problem of the sea-face, as asked for in their letter of the 7th June last.

For complete correspondence on the subject see *Appendix* F-3.

MINIMUM FREIGHT CHARGE ON THE EAST INDIAN RAILWAY.

In September 1905, the Bengal Chamber of Commerce addressed the Government of India in the Department of Commerce and Industry on the subject of freight charges at present levied by the East Indian Railway. They based their remarks on certain statements made by the Chairman of the E. I. Railway at the last annual meeting of proprietors, and upon a letter from the Agent of the line to the Government Consulting Engineer for Railways, Calcutta. The question raised in these papers, defined as briefly as possible, was whether Calcutta was or was not to derive the fullest advantage from the superior natural facilities of the eastern as compared

with the western trade routes for the transport of the export and import traffic of Upper and Central India to and from the sea-board. The Bengal Chamber were of opinion that the device of an uniform mileage rate for all India ignored the natural advantages of any particular system of Railways, and consequently under it the full benefit of the Railways had not been secured to the various provinces. That they could not but perceive that the produce of large tracts of wheat-growing lands had been deflected from its natural route to the sea-board to other routes less convenient and consequently more expensive—perhaps not more expensive under these conditions to the produce of these particular tracts, but certainly so to the country at large. And that it was observed that during recent years uniform mileage rates had led to large surplus money receipts on the Eastern line, which surplus had been practically absorbed in making up the dividends of the Western lines. These arguments had grown, in their opinion, infinitely stronger of late, for the Chairman of the E. I. Railway had made it clear that he considered the constituents of his line were justified in asking for lower charges in view of the heavy surplus revenue yielded by the undertaking. And the Agent in his letter to the Consulting Engineer had, it is stated, proved that the Railway could easily carry long distance traffic at rates considerably below the present statutory minima. In fact he had gone further, and had shown, taken as a whole, that the Railways serving Calcutta from the North-West worked at a cost so far below that of the Bombay lines, as to entitle them to a lower minimum scale than is applicable to the latter.

The Bengal Chamber further advocated the reduction of freight charges generally, but urged that these reductions should be based on an equitable principle. That the policy of a uniform minimum should not be persisted in, as it clearly

pressed hardly on ports like Calcutta, which were served by Railways working at a low cost. The present policy might, they thought, be superseded by the introduction of a principle whereby the minimum enforceable on each system would bear some relation to the cost of working. As regards the export of grain, it was believed by the Bengal Chamber that a large portion of this traffic, which, under equitable conditions of working, would have gone to Calcutta, was deflected to Bombay and Karachi. They considered this not only a loss to Calcutta but that it practically meant that the Western merchant was flourishing at the expense of his Eastern competitor. The Bengal Chamber in conclusion contended that it was not only in the interest of Calcutta that they took the liberty of suggesting modifications of the existing system; their representation, it was remarked, was induced by a consideration of much broader grounds. Russia, North America, and the Argentine Republic were quoted as other great wheat exporting countries, which competed with India in the markets of the world; and that in fixing Indian Railway rates, it was necessary to bear in mind the cost of transportation in these countries. That a very small difference in the price of wheat and seeds would determine whether India or another producer supplied the demand. And that it was therefore not unreasonable to assume that, if these staples could be delivered in Calcutta at lower cost than at present, it would be advantageous to the country generally. For it would be assisting the development of the export trade, which was the common object alike of the Government of India and of all interested in the commercial prosperity of the Indian Empire.

The importance of the issues raised by the Bengal Chamber, and the insidious nature of the arguments availed of, necessitated the Bombay Chamber placing its opinion on record

lest it might be inferred from silence on their part that they did not seriously object to the suggestion now put forward by the Bengal Chamber. Consequently, after due consideration of the question in all its bearings, the Committee addressed the Department of Commerce and Industry in the following terms:—

They pointed out that the gist of the Bengal Chamber's letter was contained in their last paragraph. Therein it had been mentioned that, as regards exports of wheat and seeds, India had keen competitors in Russia, North America, and the Argentine Republic, and it was argued by the Bengal Chamber that if these staples could be delivered at a port of shipment at a lower cost than at present, it would be advantageous to the country generally, and would assist in the development of India's export trade. In this view the Committee concurred, but it was impossible to acquiesce in the opinion expressed by the Bengal Chamber, that for the trade in question the port of Calcutta should be specially favoured. The Committee, in dealing with this matter, did not desire to advocate the claims of any particular port, but wished to observe that on the question of a general development of the export business of the country, trade should be encouraged to seek its natural outlets; and that ports with natural advantages were more likely to be capable of maintaining the export trade of this country against competition than those which, owing to their geographical position or to their greater distance from consuming markets, involved more costly transit.

But even if the preference desired were considered sound policy, the Committee pointed out that the cheapening of the cost of goods laid down at the preferential port would not necessarily mean a cheapening of cost at the consuming market, for the expenses at and beyond the port were most important

items in the wheat and seed trades; and any small saving that might be gained in carriage by rail to a distant port would certainly, under the conditions then prevailing, be swallowed up by the extra cost pertaining to that route; and the cheapening of the carriage by land to such a port would not then of necessity prove "advantageous to the country generally" as argued in para. 8 of the Bengal Chamber's letter.

The Committee, however, stated that they would welcome a reduction in the minima rates of freight, so long as their application to all Railways was a recognised principle. But that one system running through an important part of the country (a district tapped by other lines to other ports) should be granted a preference, so that by artificial means it might draw traffic from competing lines, and thereby increase their working charges to the detriment of their remaining traffic, was a policy which could not be considered sound from any point of view, much less so when the port for which this preference was desired was not favoured with the greatest natural advantages for the traffic in question.

Such a preference would, moreover, be inimical to Government and against the best interests of the country as a whole, for, if on one main line the rate was lowered, and traffic was thereby diverted from competitive lines serving other ports, the result would be that, whilst the working expenses of the railway carrying the increased traffic would be reduced, those of the competing lines would be increased, and their financial position impaired. The trade of the country thus served would be prejudicially affected even at non-competitive centres, and the net result would in all probability be a decreased revenue to Government, which would tend to retard the further development of railroads

in this country. This was a point the Committee could not too strongly advance for the careful consideration of Government, for an increase of rolling stock, the doubling of single tracks in important districts, and the extension of railway communication generally, were all-important works, which should not be hampered by a system of preferential rates, not likely, in the case now under consideration, to add materially, if at all, to the country's exports.

Had it been contended by the Bengal Chamber that a reduction of the minima rates on all lines would tend to increase cultivation in the country generally, the Committee would have been able to appreciate the argument, but, as this point was not referred to, it was presumed that no material increase of production was looked for in the particular districts of Upper and Central India in which the various large railway systems now compete for traffic. From the seventh para. of the Bengal Chamber's letter the contention appeared to be that, if freight conditions on the East Indian Railway were otherwise, a large proportion of the traffic in wheat and wheat flour, now shipped from Western ports, would be diverted to Calcutta. It seemed clear, however, that under no conceivable circumstances could the produce of certain large wheat growing tracts in the West be diverted Eastwards for a port of shipment, and the argument put forward by the Bengal Chamber could only have force when applied to those particular parts of the country in which several main lines now compete for traffic. It appeared then that the preferential rate to Calcutta was only desired in order to extend, at a sacrifice to the revenues of the country, artificial protection to a trade route, which admittedly, in other respects, did not afford for export and import facilities equal to those appertaining to other routes. But it was obvious that such a theory would be entirely incompatible

with the recognised policy of generally developing the economic resources of India as a whole, and it was therefore felt that Government should not favour any particular route, or any particular traffic, trade, or set of merchants, but should, in the best interests of the country, hold the balance evenly and impartially between all. (*Appendix* F-4.)

REDUCTION OF TELEGRAM RATES TO CHINA.

In June 1905 the Telegraph Department notified that the following reduced rates on telegrams to China *via* Bhamo had been brought into force, but there were no reductions in rates to China *via* Moulmein or Madras :—

(1) From India to Amoy, Foochow, Hongkong, Shanghai and provinces of Chekiang, Fohkien, Hunan, Kiangsi, Kwangsi, Kwangtung, Kweichow, thirteen annas per word from India, and eleven annas from Burma ; (2) to Chili (including Pekin) Helungking, Honan, Kansu, Kirin, Shansi, Shantung, Shensi, Shingking, Shingkiang (or Eastern Turkistan), Tsintau, one rupee two annas per word from India, and one rupee from Burma; (3) to Kwantung Peninsula (Port Arthur, Dalny and Talienwan) one rupee four annas per word from India and one rupee two annas from Burma ; (4) to Yunnan for private telegrams eight annas per word from India and six annas from Burma ; (5) to Yunnan for British and Indian Government state telegrams, six annas per word from India, and four annas from Burma.

These reductions vary from 7 to 10 annas per word, and it was notified that refunds of excess charges would be granted on telegrams which had been booked to China *via* Bhamo since the 1st June 1905, if an application was made to the Superintendent, Check Office, Government Telegraph Department, Calcutta.

TELEGRAMS—FOREIGN RATES.

(See *Report*, 1903, *p.* 94.)

On the 8th June 1905 the Chancellor of the Exchequer received at the Treasury an influential deputation on the subject of the further reduction in the cable rates to India, China, and West Africa. Sir Edward Sassoon, M.P., as Chairman of the Telegraphs Committee of the House of Commons, headed the deputation and said that for the past two years they had been waiting for the result of a reduction in rates, while a material increase in cable mileage was taking place. The rate to India had been reduced from 4*s.* to 2*s.* 6*d.*, and they wished for a further reduction to 2*s.* a word, with a corresponding reduction in the Press rate.

The Chancellor of the Exchequer, in replying, laid down some general principles to the effect, that up to a certain point—that was to say, up to the point the line was full—no doubt any increase in the traffic yielded an increased return to the Company; and if by reducing the rates one could double the traffic, the transaction might be a very remunerative one, not merely to the commercial world, but to the Company itself, always provided there was room for the cables laid for the increased traffic. But there came a point at which there was no longer room for any increased traffic on the cable, and then it was necessary to lay a new cable. The increased traffic might be a nuisance to the Company, and it was also an expenditure for many years before it made any return. As traffic grew and became sufficient to justify the laying of those new cables, they must be laid. But it did not follow as a simple axiom that every increase of traffic meant an increase in profit to the owners of the cable, or was in itself an advantage to them.

As regards India, the Chancellor remarked that figures were sufficiently satisfactory and interesting. The rate per word between Europe and India was reduced on the 1st March

1902 from 4*s.* to 2*s.* 6*d.* In the official year 1901-02, during which for 11 months the 4*s.* rate was in force, the traffic amounted in round thousands to 2,500,000 words. Its value was nearly £385,000. During 1902-03, the number of words was 3,153,000, and the value a little over £310,000. That is to say the traffic increased over that of the previous year by 26·44 per cent. In 1903-04 the number of words rose to 3,494,000, with a value of nearly £347,000, the traffic having increased over 1901-02 by 40·16 per cent. The figures for 1904-05 were not complete but it was estimated that the number of words would be a little under 3,900,000, and the value about £384,000. That meant an increase of traffic over 1901-02 of some 55 per cent., but to earn the same revenue as in 1901-02 the telegraph lines had to carry nearly a million and a half words more. These figures, although not quite as high as those quoted, were eminently satisfactory. It was not however thought that the great increase in traffic was wholly due to the reduction in rates. Circumstances in the Far East, and in India itself, had led to an expansion of traffic, which would have occurred whether the rate had been maintained or not, and upon the continuance of which perhaps we could hardly count.

On the 30th May 1905 a meeting was held in London of the Cis-Indian Joint Purse Committee. It was then shown that the average yearly value to the joint purse from Indian rates for the three years ending June 30th, 1905, was estimated to be just over £352,000. Although this estimate left a certain amount of doubt as to whether the average standard revenue of £352,000 would be made in the time, it was then resolved that the tariff for ordinary messages between Europe and India should be reduced to 2*s.* a word as soon as such tariff should be put into operation, but at any rate, not later than October 1st, 1905.

On the 26th July it was notified by the Government of India that on and from the 1st August 1905 the following reduced rates for telegrams to Europe, and to places beyond Europe, would be brought into force :—

To		CHARGE PER WORD FROM INDIA OR BURMA.	
		Private.	State. *
		Rs. A.	Rs. A.
All countries in EUROPE except Russia and Turkey...	*Via* Teheran.	1 8	0 14
Ditto Ditto	... „ Suez ...	1 8	0 12
Ditto Ditto	... „ Turkey..	1 6	.....
Russia in Europe (including Caucasus)	„ Suez ...	1 8	0 12
Turkey in Europe	„ Suez ...	1 8	0 12
CANADA :—			
Montreal, Quebec	„ Teheran	2 4	1 10
Ditto	„ Suez ...	2 4	1 8
Ditto	„ Turkey..	2 2	.....
UNITED STATES OF AMERICA :—			
New York	„ Teheran.	2 4	1 10
Ditto	„ Suez ...	2 4	1 8
Ditto	„ Turkey.	2 2	.....
Washington. Philadelphia	„ Teheran.	2 6	1 12
Ditto	„ Suez ...	2 6	1 10
Ditto	„ Turkey.	2 4	.....
Chicago	„ Teheran.	2 7	1 13
Do.	„ Suez ...	2 7	1 11
Do.	„ Turkey.	2 5	.....
WEST INDIES :—			
Jamaica	„ Teheran	3 12	3 2
Do.	„ Suez ...	3 12	3 0
Do.	„ Turkey.	3 10	.....
SOUTH AMERICA :—			
British Guiana ... *Via* Teheran—New York	Haiti ...	7 14	7 4
Ditto ... „ Suez	ditto	7 14	7 2
Ditto ... „ Turkey	ditto	7 12	.....

* For British, Indian and Colonial Government telegrams only.

It has been decided that no reduction of Press rates will be made at present.

On the 12th August 1905 a reduction was gazetted on the cable rates *via* Turkey to Burma and India to twenty-two pence, and to Ceylon to twenty-three pence per word.

TELEGRAM FORMS—FOREIGN.

Samples of new Foreign Message Forms were forwarded by the Director-General of Telegraphs for the inspection of the Chamber during March 1905. These were, however, not altogether approved of by the Committee, who suggested the following changes :—

That the new forms be withdrawn, as the paper on which the forms were printed was of an inferior description and too thin for safe use in Merchants' Offices. It was advised that the quality and colour of the paper should be the same as the old forms. The size of the new form was approved of, so far as the space for the cipher words was concerned, but it was pointed out that the space allowed for the address was a great deal too large. Reduction of space was also advocated in the upper printed portion of the forms. It was also suggested that the foreign forms should be divided into three, and the inland forms into four, columns. The above recommendations, with the exception of the matter of colour, were favourably received by the Director-General of Telegraphs. As regards colour, the Committee were informed, this had purposely been made of a more distinct yellow, as it was necessary to define more clearly Foreign Messages from Inland, while they were being handled in Telegraph Offices.

INLAND AND FOREIGN TELEGRAMS.

Changes and Improvements.

The following alterations in the rules for Inland and Foreign telegrams came into force from the 1st April 1905 :—

(1) Fictitious words which were permitted in Foreign telegrams only, were allowed from that date in Inland telegrams as well.

Note—Fictitious words were defined to be, words formed of syllables capable of pronunciation according to the usage of one of the following languages ; **English, French, German, Italian, Dutch, Spanish, Portuguese and Latin.**

(2) Inland or Foreign telegrams which were to be re-addressed to Ceylon would not be re-transmitted by telegraph unless at the special request of the addressee, or some responsible person acting on the addressee's behalf, who must in future undertake to pay the charges due, in case they could not be collected at the Delivery Office. When such requests were not made the messages would be re-addressed by post without extra charge.

During the course of the year many complaints had reached the Government of India regarding the mutilated state in which the telegrams despatched from the Punjab were received in Bombay. It appeared that mutilations occurred chiefly in the telegrams sent from small combined Post and Telegraph Offices which are very numerous in the Punjab, and in which a less efficient class of signallers have hitherto been employed than in the regular Departmental Offices. Steps have, however, now been taken to improve the training of these signallers and to secure a better class of men ; and it was hoped that the effects of these measures would be apparent in the near future. Instructions have also been issued that all code words, which were largely used in telegrams connected with the grain trade, should be re-signalled to the despatching station in order to secure greater accuracy; and as it appeared that a considerable number of mistakes were due to the illegible writing in which telegrams were frequently handed in, it had been suggested to the various firms in Amritsar, Mooltan and Lyalpur, that messages should be typed whenever possible, especially when they contained code words.

REUTER'S COMMERCIAL SERVICE.

(See *Reports*, 1902, *p.* 25; 1904, *pp.* 88, 441).

The question of effecting a reduction in Reuter's Commercial Service first attracted the Chamber's attention in 1904,

but on that occasion no satisfactory conclusions were arrived at, and the annual subscription remained as heretofore at Rs. 500. But in view of the further reduction in telegraphic charges between India and Europe, which came into force on the 1st August 1905, the Committee again resolved to address Reuter on the subject. However, before moving in the matter, it was decided to approach the Bengal and Madras Chambers and ascertain whether they would support a proposal for a reduction of 25 per cent. making the annual subscription in future Rs. 375 instead of Rs. 500. The Committee of the Bengal Chamber stated in reply that they were in agreement with our proposal, and were prepared to join this Chamber in pressing the matter upon the Telegraph Company; and the Madras Chamber likewise gave its unqualified assent in somewhat similar terms. As a consequence of the support thus received, this Chamber made a lengthy representation to the Company, recapitulating the previous year's correspondence, and pointing out that owing to the recent further **curtailment of the cable rate from 2s. 6d. to 2s.** per word, they were of opinion that the time was opportune for a reconsideration of the question solely from this particular point of view. While acknowledging that the 50 per cent. reduction in the tariff since March 1902 had not necessarily lessened the Company's out-goings in anything like the same proportion, it was obvious that the reduction must have placed the Company in a better financial position. Without, therefore, in any way wishing to encroach on the legitimate profits of the Company, the Committee felt that with the change of tariff to two shillings per word, they were not making an excessive request in proposing that the annual subscription should henceforth be reduced 25 per cent., thus making it Rs. 375 per annum instead of Rs. 500. To render this proposition more feasible they were further prepared, if it should be necessary, to consider any practical scheme for a reduced service.

As the matter was of some importance, it was referred to the Company's Head Office in London, and their reply was delayed till the 1st December, when a very disappointing letter was received declining to entertain any idea of reduction as proposed. The reasons put forward were as follows:—

(*a*) That the acceptance of the Chamber's demands for a reduction of 25 per cent. on the subscription would involve a loss of revenue to the Company of at least £1,250 per annum.

(*b*) That the reduction of the tariff by 50 per cent. was by no means equivalent to a corresponding reduction in the total telegraph expenses, incumbent upon the Company, because the information supplied had been greatly augmented.

(*c*) That in consequence of the reduced cable rates there was a growing tendency on the part of Merchants to have the Market Reports required by them cabled specially, so as to produce an adverse effect on the Company's Subscription List.

(*d*) And that, by reason of the expansion of the Commercial Services, the expense of collecting, sifting and distributing the news had been correspondingly increased.

Further, the Company stated that it saw no chance of an increased *clientele*, by offering a reduced rate of subscription, since as a matter of fact that portion of the Commercial Community, which supported the service, was in reality saddled with the charge for the benefit of the remainder, who made no scruple to profit by the news, and yet contributed nothing to the cost. That before the Company should be asked to make any concession, which would involve in their opinion an unmerited sacrifice, no stone should be left unturned by the Chamber or individual

merchants, acting more or less collectively, to force those outsiders, who were enjoying gratuitous communications of their telegrams, to pay their legitimate share. That if this step was undertaken and led to the result it ought to entail, all parties would be satisfied and the justice of the case would be met in the way it should.

In acknowledging the above reply, the Committee expressed their regret at the attitude taken up by the Company, which it was reasonably expected would have shown some desire to meet the Commercial Community (their chief subscribers) in their wish for a shorter service at a lower cost. This was all the more remarkable when taken in conjunction with the alternatives that had been presented to the Committee by the Company's representative at a meeting in March 1902. These were (*a*) that the rate of subscription be reduced, the information remaining as before, or (*b*) that the subscription remain as it was, and the information be amplified. In reply to these proposals the Committee informed the Company at the time that they preferred a reduced subscription. Since then there had been a further decline in the cable charge from 2*s.* 6*d.* to 2*s.* per word; a decline that fully justified the Committee's action in addressing the Company again on the 15th September; and they still held that the question was one that might reasonably be reconsidered.

Later in December the Committee received a communication, dated the 22nd idem, from the Bengal Chamber, referring to a letter they had just received from Reuter's Company, in which the latter stated that "for some time past they had arranged, in deference to numerous requests, to split up their Commercial Service, so that merchants could subscribe to fractions thereof, and pay a proportionate subscription instead of as heretofore having to take the whole supply, and subscribe to the full amount."

As the Committee had not hitherto been aware of the existence of such an arrangement, and as the information gave a somewhat different complexion to the controversy, it was decided to write at once to the Company and call for full particulars regarding the partial rates they now mentioned. No reply has yet been received. (*Appendix* G.)

POSTAL REFORMS.

The Committee were favoured, in November 1905, with a copy of a letter addressed by the Southern India Planters' Association to the Director-General of Post Offices in India, regarding proposals for the reduction of commission at present charged on Inland Money Orders. These were to the effect that commission on Money Orders should be reduced to 2 annas for Rs. 25, 8 annas for Rs. 100, and 4 annas for each additional hundred. The Committee, however, in consideration of the comparatively small profit realized in their transactions by the Indian Postal Department, refrained for financial reasons from recommending the proposed general reduction of commission. But they were of opinion that a reduction of commissions on small amounts remitted by Money Order might be advocated without loss to Government. They concluded by requesting the Southern India Planters' Association to favour them with a copy of the Director-General's reply, when it was possible the question might be open to reconsideration.

In connection with the above subject it will not be out of place to remark here that some very acceptable reforms have been instituted by the Postal Department during the year 1905. Among these the following may be mentioned :—(*a*) The raising of the weight of letters that were previously carried for a half-anna stamp, from half a tola to three-quarters of a tola, and (*b*) the introduction of a unified stamp

for revenue and postal purposes. It has also been proposed to alter the procedure regarding articles liable to duty sent through the overland post.

At present such articles are liable to be "detained until the amount of duty is assessed by the Customs authorities and collected." This necessarily entails great delay and inconvenience to the addressee. The following simplified procedure has been proposed for early adoption. In future the addressee will only have to present an invoice showing the value of the article and the assessment will be made at once on this at the local post office. If there happens to be no invoice, the value will be assessed locally wherever there are any trading firms that are considered equal to giving a decision.

UNIVERSAL PENNY POSTAGE.

It will be remembered that penny postage throughout the British Empire was advocated, and; with some exceptions, was eventually established by Mr. Henniker Heaton a few years ago. Though the scheme met with little encouragement and even some opposition in its early stages, its intrinsic merits gradually gained the day, and it is now generally acknowledged to be of inestimable benefit to the Empire at large. Mr. Henniker Heaton again came forward in October 1905 with a still more extended scheme, which was the establishment of Universal Penny Postage throughout the world, "so that," to quote his own words, "any inhabitant of our planet, white, black or yellow, might be enabled for the sum of one penny to communicate with any other, at the lowest possible rate, and the highest attainable speed." In his appeal to this Chamber he asked for sympathy and support, and that the name of the Chamber might be enrolled in the League for the establishment of Universal Penny Postage.

In their reply, the Committee assured Mr. Henniker Heaton of their general sympathy and support, and expressed their willingness to have the name of the Chamber enrolled in the aforesaid League. (*Appendix* H.)

LATE SHIPMENTS OF PIECE-GOODS FROM THE UNITED KINGDOM.

(See *Report* 1900, pp. 119, 346).

In November 1905 the Committee's attention was drawn to the difficulties which had arisen of late in connection with the piece-goods trade between importers and their constituents both in Calcutta and Bombay, the main question at issue being that of late shipments. These difficulties were simply the occurrence in a more acute form of those which formed the subject of considerable correspondence between the principal Indian Chambers and the Manchester and Glasgow Chambers in the year 1900.

The matter received the careful attention of the Committee, and it was resolved to address the above Chambers and support the representations made on the subject by Calcutta. The following was the tenor of the letters forwarded to Manchester and Glasgow :—

The Committee called the special attention of the above Chambers to the great difficulties caused to merchants and their clients by the increasing irregularities complained of, and referred to their previous correspondence of 1900. As in some directions there was again much trouble over delivery as per contract of cheaply bought goods in an advancing market, the Committee asked for the views of the Chambers on the point in question, as it was understood that the Marwari Association in Calcutta had recently addressed the Native Piece Goods Merchants' Association in Bombay.

They stated that if concerted action should be taken by Native Associations, importing merchants might later on be very awkwardly placed, and the whole trade might suffer owing to the failure of some manufacturers to fulfil their contracts, and to the inability of buyers at Home, (due presumably to a want of a proper system of arbitration which, it was thought, might be organised by their Chambers) to enforce compensation, not only to merchants who in some cases lost their commissions, but to dealers who lost their season and their profit.

The complaint referred not so much to goods which were a few days or even a week or so late in delivery, but to contracts which, placed perhaps for delivery four to six months ahead, were not apparently touched; and on the last day for delivery an extension of time was asked sufficient to manufacture the goods from the start. This occurred generally in a rising market, and it was found that at such a time cheaply bought goods were the ones for which extension was required, it was presumed because the manufacturers having oversold had been delivering against more remunerative contracts.

Such a procedure, it was pointed out, not only exasperated Native dealers in Indian Bazaars, but caused much trouble to importing firms, who often ran the risk of losing a good client unless they gave compensation, which for want of a proper system of arbitration at Home, could not be recovered from the responsible party. In view of the correspondence that had passed between the Native Associations above referred to, the Committee were of opinion that the matter demanded the serious consideration of the two Home Chambers, and stated that any remedy they could propose would be welcomed and carefully considered by the Bombay Chamber. *(Appendix* I-1.)

SHORT LENGTHS IN PIECE-GOODS.

(See *Reports* 1901, *p.* 16 ; 1904, *p.* 207.)

A reference to last year's Report will show that the Rules promulgated by the Committee in this matter in January 1902, were afterwards cancelled by Circular, dated 26th April 1902.

References, however, continue to be received by the Committee as to whether the Chamber recognises any rules in respect of the shortage of imported Piece-goods. To all such enquiries, a negative reply is given, but the writers are invariably referred to the provisional scale of allowances detailed on page 204-5 of the Chamber's Report for 1901, and informed that these are often taken as a basis for the settlement of disputes.

At the same time it must be understood that the Chamber recognises no rule as regards the number of "cut" pieces allowed in a case or shipment.

FIRE INSURANCE TARIFF FOR GOODS WAREHOUSED IN THE PRINCE'S AND VICTORIA DOCKS.

The attention of the Committee was drawn to the above subject by a communication, dated 22nd July 1905, from the New Zealand Insurance Company, Bombay, who pointed out that owing to the fire that took place on the 20th January of the current year, in the Unclaimed Goods Warehouses in the Prince's and Victoria Docks, the Insurance Companies not only suffered heavy loss, but circumstances had proved that under existing conditions, it was impossible for them to gauge their liabilities correctly ; the result being that a new Fire Tariff had been drawn up for the Prince's and Victoria Docks which had raised the rates very considerably and also altered

the conditions under which policies would be granted in future. In this tariff the rating for goods in the Uncleared Goods Warehouses was very much higher than for goods in the Duty Paid Warehouses, which meant that insurers would be obliged to take out larger policies on the more highly rated risk than would be necessary if they could feel certain that goods would immediately be transferred to the Duty Paid Warehouses on duty being paid.

The Committee on the 5th August addressed the Port Trust on the subject, explaining that as at present there was no certainty regarding the removal of goods from the Unclaimed Godowns to the Duty Paid Godowns, goods often continued to remain in the former long after duty had been paid on them. That as there was an appreciable difference between the rates charged by the Insurance Companies between the above Warehouses, it was very desirable that goods should not be in the Unclaimed Warehouses longer than absolutely necessary. With this idea in view the Committee requested on behalf of the trade an assurance on the part of the Port Trust that when duty was once paid on unclaimed goods they would immediately be removed to the Duty Paid Warehouses.

The Port Trust in reply stated that the question of fixing a period within which goods should be removed from the Unclaimed Warehouse to the Duty Paid Warehouses had engaged the careful consideration of the Board, and that it was proposed to amend the By-laws so as to provide that such goods should be removed to the Duty Paid Warehouse within 10 days of the date of the receipt of the warehousing application, provided the goods were first cleared from Customs' charge.

In connection with the above, the Trustees informed the Committee that their attention had also been drawn to the growing practice of storing very large numbers of packages,

which were often left for long periods in the Uncleared Goods Warehouses, and in consequence it was proposed to increase the charges on an ascending scale, increasing every fortnight, for storage in that warehouse, not as a means of producing enhanced revenue, but to check the tendency which existed to use the warehouse as a convenient godown.

The intention of the Trustees to amend the By-laws in the direction indicated was received with satisfaction by the Committee, who also approved of the proposal to increase the rates on an ascending scale with a view to check the abuse referred to. And in conclusion, they suggested that in amending the By-laws the opportunity might also be taken to fix a reasonable time limit for removal of goods from the various Transit Sheds.

On the 25th of September the question of Fire Insurance at the Prince's and Victoria Docks was fully discussed between a Sub-Committee of the Chamber and a deputation of the Bombay Association of Fire Insurance Agents. As a result of the discussion the Committee placed the following proposals before the Association :—

(*a*) That an insurance of annas 2 be charged on metals, piece-goods, yarns and other textile fabrics, as per Warranty A of the Fire Insurance Tariff Rates, enforced from the 15th June 1905, and annas 3 on all non-hazardous merchandise, as per Warranty B., both classes of goods being allowed storage in the same godowns.

(*b*) That a rate of 4 annas be charged for a floater over the import godowns, transit sheds, wharves, quays, and open spaces at the Docks, with Warranty B., excluding, however, the Uncleared Warehouse and the Customs Warehouse.

(*c*) That the rating of the Uncleared and the Customs Warehouse be 5 annas.

(*d*) That 6 annas be charged for a floater over the Uncleared and Customs Warehouses, transit sheds, wharves, quays, and open spaces at the Docks.

(*e*) That the charge for a general floating insurance covering the whole Dock should be annas eight.

In replying, the Secretaries of the Bombay Association of Fire Insurance Agents stated that the revised scale of rates as proposed by the Chamber had been considered by their Committee, and that with the exception of item (*a*) they had agreed that the reduction of rates for these risks should be recommended to the head offices for adoption.

To the suggestion regarding item (*a*) they regretted that their Committee could not agree and it was decided that item 2 (*a*) of Tariff Notice No. 28 of 1905 should remain unaltered ; and that general merchandise as per item 2 (*b*) should in future be rated at 3 annas per cent. after sanction of this reduction in rate had been received from head offices.

The Port Trustees were advised of the above communication and a copy of the Draft Tariff Notice, received from the Fire Insurance Association, was forwarded to them for information. In connection with this matter the Committee pointed out that if as per Warranty A, piece-goods, yarn, metals, etc., could be stored separately from other non-hazardous goods, the trade would be able to secure a lower rate for insurance ; and as regards the New Dock, now under construction, they hoped that adequate arrangements would be made to provide for such special accommodation. (*Appendix* I-2.)

INSURANCE ON GOODS WAREHOUSED AT THE PRINCE'S & VICTORIA DOCKS.

The fire which occurred in the **Unclaimed Warehouse** at the Victoria Docks in the early part of the year gave rise to a very large number of claims on the Fire and

Marine Insurance Offices doing business in Bombay. It was represented to the Committee that in all Fire Policies there is a stipulation that they do not cover loss or damage to property insured under Marine Policies, and that while some Marine Policies give protection only until landed, there are others which contain the clauses "**until delivered,**" "**until delivered to consignees,**" or "**until delivered into consignees' warehouse.**" Under these conditions, the fixing of liability for damage had caused delay in the adjustment of claims, and it was considered by the Fire Insurance Association that as the question of responsibility between Fire and Marine Companies depended, in a great measure, upon the definition of the term **delivery** as understood by the trade, it would greatly facilitate matters if the Chamber expressed an opinion on the subject.

The points at issue were as follow :—

(1) May goods in the custody of the Port Trust in the Transit Sheds, or in the Uncleared Warehouse at the Prince's Dock, be said to be delivered?

(2) May such goods be said to be delivered to the consignees ?

(3) May such goods be said to be delivered to the Consignees' Warehouse ?

After very careful consideration the Committee gave the following opinion :—

(1) That goods in the Transit Sheds are not delivered until they are actually removed.

(2) That goods in the Uncleared Warehouse may be said to be delivered.

(3) That the Uncleared Warehouse at the Docks may be considered a "Consignees' Warehouse."

(*Appendix* I-3.)

SURVEYORS AND ARBITRATORS ON PIECE-GOODS.

Under the Rules for Surveys and Arbitrations on Piece-goods, as agreed upon between the Chamber and the Native Piece-goods Merchants' Association, in January 1885, the Committee have been furnished from time to time, by the Association in question with revised lists of Native representatives, who are qualified to act as Surveyors: The names of such Surveyors are, each year, published in the Chamber's Annual Reports, together with a list of certain representatives of European firms and Members of the Chamber who are in a position to act as Umpires in disputes, whenever submitted to the Chamber for settlement. In May 1905, the Committee received from the Bombay Native Piece-goods Merchants' Association a further revised list of Surveyors, which will be incorporated in the Annual Report of the Chamber for 1905. Along with this will appear a list of the names of European Umpires, which the Committee have also revised and brought more up-to-date.

PETROLEUM.

Conveyance in Native Passenger Ships.

Vessels plying under the Native Passenger Ships Act X of 1887, frequently carry **cargoes of petroleum** during the season **when passenger traffic is unremunerative** and subsequently engage in passenger traffic while the vessel is still in a dangerous condition owing to the presence of petroleum or petroleum vapour, due to leakage in the between decks and holds. The Government of India, who had the question under consideration during the year, were advised that such vessels were not in a fit condition to carry passengers until they had been thoroughly freed from the presence of petroleum and petroleum vapour, as a naked light might at any time ignite

the oil, or cause the vapour to explode. It had, however, been suggested that such accidents could be prevented if certificates were not granted in respect of vessels which had been used for the carriage of petroleum, unless the ships were certified by the officer, appointed under Section 7 of the Act, to be free from the presence of petroleum or of petroleum vapour.

On the above proposal the opinion of the Chamber was invited by the Government of India.

The Committee, in the first instance, consulted the leading Shipping Companies in Bombay as to the suitability or otherwise of the proposal. The minutes recorded showed that there was no objection to the course suggested, provided that the proviso mentioned in the papers—namely, that after such cargo had been conveyed in passenger ships, a certificate should be given by a responsible official to the effect that the particular vessel was free from the presence of petroleum or of petroleum vapour—was rigidly adhered to.

On this basis, and on the assumption that the orders were to apply only to vessels that had carried "cargoes" of petroleum, and not to vessels that had carried only small consignments thereof, the Committee informed the Government of India that they saw no objection to the proposal which had been placed before them.

The Government of India, in passing orders on the subject, considered it necessary, in the interests of the public safety, to examine vessels such as those mentioned above, in order to determine whether they were in a fit state to carry passengers before permitting them to be re-employed for passenger traffic; and they considered that this could be attained, with the minimum of disturbance to the shipping interest, by the adoption of the procedure prescribed by them, namely, that when a vessel which has been carrying petroleum as cargo,

without having passengers on board, is about to be used for the passenger trade, the surveying officer should, under the provisions of the Native Passenger Ships Act, 1887, refuse to grant a certificate in respect of that vessel until he is satisfied that the safety of the passengers is not imperilled owing to the presence of petroleum or petroleum vapour in the ship. He should make a thorough examination of all parts of the vessel in which petroleum may have been stored, or in which petroleum or petroleum vapour may have collected. If he should see any petroleum lying about on the deck or in the holds, or notice any pronounced smell of petroleum, he should order any petroleum which may be in sight to be mopped up with cloth, tow or other suitable material, and should insist on the whole vessel, its holds and between decks being thoroughly ventilated by such practicable means as are at his disposal on the vessel, *viz.*, by opening ports, hatches and doorways, by wind sails, or by steam jets or rotary fans, where these are available. (*Appendix* J-1.)

RULES REGARDING THE POSSESSION AND TRANSPORT OF PETROLEUM.

During the course of the year exhaustive memorials were addressed to the Government of Bombay by Messrs. Graham & Co., and other large importers of petroleum regarding storage, transport, size of packages, renewal of licenses and other cognate subjects with the object of obtaining a revision of the existing Government rules, which considerably hampered and restricted the legitimate development of the trade in this country.

The said memorials received the full support of the Committee, who recommended that the memorialists' proposals for uniformity of rule and procedure throughout India, and for the appointment of a Special Petroleum Officer, should

receive the favourable and sympathetic consideration of the Government of India. As the subject is a lengthy one and of a somewhat technical nature, space forbids the recapitulation here of the details of the recommendations made, but the full correspondence is published in the Appendix, and is deserving of the attention of all interested in the trade. It is sufficient to mention that the original rules have since been revised to the great advantage of all importers and consumers of Petroleum in its many forms. (*Appendix* J-2.)

DANGEROUS PETROLEUM.

Storage in Bombay.

In September 1904 the Commissioner of Police, Bombay, warned importers and holders of licenses for the storage of dangerous petroleum at Ismail Habib Bandar in Bombay that the existing arrangements were considered to involve great risk, and that in all probability the maximum quantity for which a storage license would in future be given would be much reduced. The Bombay Government, in a letter addressed to the Chamber on the 15th March 1905, asked for the opinion of the Committee as to the minimum quantity of dangerous petroleum which, in view of the above circumstance, the trade requirements of this Port demanded.

From enquiries made by the Committee it appeared that the monthly offtake of the Petrol which was stored at Ismail Habib Bandar was **five to six thousand gallons,** but that the consumption in all probability would rapidly increase. The Committee were also informed that the opportunities of importing the spirit were irregular and not very frequent, and for this reason they informed Government that from a trade point of view they considered a supply of at least six months should be allowed to be stored. If, however, all precautions

were taken, the Committee were of opinion that there would be no danger in allowing the godowns to be stored to their full capacity. (*Appendix* J-3.)

REGISTERED HOUSE MARKS ON IMPORTED IRON AND STEEL.

A proposal was made by the Hansa Shipping Company to the effect that every importer of steel and iron in Bombay should adopt a house mark, in durable oil colours, in the form of a number of stripes at one end of iron and steel bars, bundles of bar iron, hoops, sheets, joints, etc., the object being to facilitate the handling and delivery of the separate consignments on arrival in port. It was mentioned that such house marks were already in force in Calcutta, Madras, Karachi, and Rangoon, and worked to the satisfaction of all concerned.

The Committee, after giving the subject their careful consideration, were, however, obliged, owing to the different conditions existing in Bombay, to come to the conclusion that it was not feasible to carry out the proposed system in this port. (*Appendix* K.)

THE INTRODUCTION OF STANDARD TIME.

(See *Report*, 1903, *pp.* 179, 831; 1904, *pp.* 165, 764.)

The question of a uniform Standard Time for all India has been before the Chamber since 1903, but hitherto no definite conclusions had been arrived at. The proposals then put forward were published in the Chamber's Report for 1904. These proposals were subsequently focussed on the one idea that India needed one time as central as possible for the whole Peninsula, and Government suggested that a Standard Time should be adopted which would be exactly 5½ hours in advance of Greenwich, 39 minutes ahead of Bombay, and 24

minutes behind Calcutta, local time. The advantages that would accrue to the community by the universal adoption of such a system were many, from both scientific and business points of view, as it would be an easy matter to calculate mentally the exact time of day not only all over India but in any part of the world in relation to Indian Standard Time.

On the 20th April of the current year Government notified that from the 1st July 1905 Standard Time would be introduced on all Railways in India, and that as regards large commercial towns, such as Calcutta and Bombay, they were prepared to introduce Standard Time in their Offices, Courts, etc., if local opinion showed itself agreeable to accept this alteration. Members of the Chamber were accordingly invited on the 26th May to state whether they favoured the retention of local time, or desired the question of the introduction of Standard Time to be discussed at a Special General Meeting. As opinions generally favoured the latter proposition a Special Meeting of the Members was held for this purpose on the 14th June. A detailed account of the proceedings will be found in the Appendix.

The Chairman gave an interesting and exhaustive review of the whole situation. After explaining at length the various proposals put forward in 1903, he dealt with the Zone System as adopted in Europe and America, and pointed out the great advantage it had, that it was never more than 30 minutes out with true time and only that on the frontier of the Zone. He said that if however the balance of opinion was against the true Zone Time, he would suggest a compromise between it and the proposed Standard Time. That is, on the 1st July, if Bombay altered its local time 9 minutes and Calcutta its time 6 minutes, both times would then be based on the 75th and 90th degrees, and there would then be exactly an hour's difference between the two places. Bombay

would then be 5 hours east of Greenwich, Calcutta 6 hours, and Railway or Standard Time would be 5½ hours, or exactly half way between. If Standard Time was to be rejected, it would be advisable to adopt the above medium course, which would reduce to a minimum and avoid much of the confusion that would ensue from the further retention of local time.

The consensus of opinion at the meeting was however for confining the discussion solely to the advantages and disadvantages of adopting Standard Time or retaining local time, and the question in this form being put to the vote, 22 voted in favour of retaining local time, and 17 in favour of adopting the proposed Standard Time. But subseqnently opinions gradually changed, and generally inclined towards a reconsideration of the whole subject; and on the 15th August, eleven firms on behalf of over 50 Members, addressed the Chairman calling for another special general meeting to take a fresh vote on the question. As a result of the above requisition a largely attended meeting was held on the 30th August, and the following Resolution was proposed :—

> "That this Chamber is in favour of the adoption of Standard Time in Bombay, and that a copy of this Resolution be communicated to the Bombay Government."

On the motion being put to the vote, 51 voted in favour of Standard Time, and 16 against; and in conclusion a hope was expressed that on the introduction of Standard Time, office hours should, as far as possible, be from 10-30 a.m. to 5-30 p.m.

On the 6th October the Municipal Commissioner of Bombay advised the Chamber that as a number of local bodies had now decided in favour of the introduction of Standard Time into the City of Bombay, he thought it desirable to consider, and, if possible, decide, on a date

from which the proposed change should take effect, and he invited the Chairman to attend a meeting at the Municipal Hall for the above purpose. Shortly after, the Government of India, at the request of the Bombay Government, sanctioned the introduction of Standard Time in their offices in Bombay from the 1st December, but this decision was subsequently modified, and final orders were passed, with the concurrence of the Supreme Government, by the Government of Bombay on the 7th November in the following Resolution :—

> "The Government of India having approved of the adoption of Standard Time in all Government institutions and offices, including all Military and other offices immediately under that Government, in the City of Bombay, His Excellency the Governor in Council is pleased to direct that Standard Time shall be held to be the official time in this City for all purposes from and after the 1st January 1906." (*Appendix* L).

NEW DEPARTMENT OF COMMERCE AND INDUSTRY.

In October 1903 the Government of India addressed the Secretary of State on the important question of strengthening the Council of the Governor General, and of redistributing some of the subjects with which it is called upon to deal, so as to enable it to cope with the great and still unarrested increase of public business that has taken place during recent years. They represented that the volume of work which they were called upon to transact was such as was nowhere in the world conducted by a body of high officials so small in numbers: indeed that no comparison was possible, for nowhere else in the world were the affairs of nearly three hundred millions of people controlled, according to the stand-

ards of western civilization, by a single Government or executive body. They observed that owing to its peculiar conditions, India presented not only the most complex and difficult problems of internal administration, but also military and foreign questions of international importance : that in a country where the Government was invested with supreme responsibility for every branch of public activity, great subjects, such as railway administration, commercial and industrial development, and many other questions which in more advanced countries are committed to private enterprise, often require to be undertaken and always to be assisted or controlled by the Executive Government. Finally they pointed out that for the last twenty years this onerous burden had rested upon a cabinet of seven persons in all, or, omitting, the Commander-in-Chief and the Military Member, of five persons, including the Viceroy : and that the task had already been found excessive a quarter of a century ago when a Council of six, instead of five, Ordinary Members was held to be required. For these reasons the Government of India urged that the business which came before them could no longer be satisfactorily disposed of by a Council of only five members.

The Governor-General in Council accordingly suggested that **a new Department of the Government of India should** be formed, to be designated the Department of Commerce and Industry, that it should be placed in charge of a sixth ordinary member of Council who might either be selected from the ranks of the Civil Service ; or (as would, it was thought, more commonly be the case) might be chosen for his experience of mercantile and commercial business in the widest sense; that it should deal with subjects such as those most closely related to the commercial and industrial development of the country and most likely to prove

susceptible of large expansion in the hands of a Department with special aptitude for administering them; and that it should also be charged with the important function of advising the Government of India on questions relating to commercial treaties and on the business and commercial aspects of the numerous contracts into which the various Departments of Government are constantly entering.

In a Notification dated 1st March 1905, the Governor-General in Council was pleased to direct that the Department of Commerce and Industry—to the charge of which the Hon'ble Mr. J. P. Hewett, C.S.I., C.I.E., had already been appointed—should be constituted forthwith, and that the business to be transacted from time to time shall include such questions as Weights and Measures; Economic Products; Fisheries; Geology and Minerals; Practical Arts and Museums; Commercial Exhibitions; Internal land trade; Inventions and designs; Emigration; Explosives; Petroleum (including carbide of calcium) Factories; Trade and Commerce; Merchandise marks, Merchant shipping; Ports; Port-dues and pilotage; Lighting of coasts, Cotton Duties; Stationery and printing; Supply of stores; Statistics; Post office; Customs; Government Coal Mines and Iron Works; Telegraphs and Telephones; Railway questions requiring reference to Government of India, and commercial aspects of Railway administration.

THE HON'BLE MR. HEWETT'S VISIT TO THE CHAMBER.

On the 26th July 1905, the Hon'ble Mr. J. P. Hewett, C.S.I., C.I.E., Member of Council for the Department of Commerce and Industry, India, visited the Bombay Chamber of Commerce, where he was received by a full meeting of the Committee. The Hon'ble Mr. C. H. Armstrong, Chairman of the

Chamber, in his opening address, touched on various subjects affecting the Bombay Presidency, among these being the progress made on the Nagda-Muttra Railway; the further reduction of Cable Rates; the questions of Civil Justice in the Mofussil, and Running Agreements with native seamen; the enhancement of Octroi Duties, and the difficulties of obtaining refunds; the compulsory Registration of Partnerships; the marking of foreign-made goods with the name of the country of origin; the improvement of cotton grown on this side of India; the cultivation of Ground-nuts; the encouragement of Agricultural Research; and the experimental planting of Rubber, Camphor, Jute, etc.

An interesting interchange of views then took place, which very materially brought the Chamber and the Government into closer touch with each other regarding the Commercial and Industrial questions affecting this Presidency. The Hon'ble Mr. Hewett then replied to the Chamber's address. The following is necessarily a very brief summary of his able speech, which will be found in full in the Appendix:—He was pleased to be able to repeat his visit on this occasion, as each opportunity he had of meeting the commercial community enabled him to learn more of the local conditions and local needs of this part of India. He explained that one of the main concerns of his Department must always be to endeavour to secure continuous attention to the interests of the commercial community in the Government regulations about the administration of the Railways, Post Offices, Telegraphs and Customs. Government, he said, were particularly anxious to finish the Nagda-Muttra Railway with the greatest possible despatch. The grant of twenty-five lakhs originally made, had since been materially increased. The amount of capital which the Government of India could annually raise in rupees in this country was estimated at about four crores, while the financial

authorities at the India Office had always been averse from raising in London more than a certain amount in gold each year. The Government of India had to set aside out of the money raised by such loans, funds for irrigation projects, for expenditure on rolling stock and other requirements of open lines, and for finishing the lines which had already been started. When they came to allot money for entirely new lines, they found their resources were very inadequate for all the desirable projects. But he hoped that means would be devised to raise further loans in London, which would enable Government to push on the programme for the further development of the Railway system in India. As regards the question of Running Agreements with native seamen, he had come to the conclusion that the law did cause inconvenience, and he would therefore discuss the question further with the representatives of the Local Shipping Companies. On the subject of Octroi Duties he advised the Chamber to obtain certain official papers from the Bombay Government which would explain the causes that led to the difficulties complained of: and regarding refunds he considered the best course for the Chamber to adopt would be to address the Chief Commissioner of the Central Provinces, and ask that the procedure followed at Jubbulpur might be generally adopted. The question of Registration of Partnerships, he remarked, was one of considerable difficulty but it was receiving the careful consideration of Government. Arrangements for the establishment of the new Imperial Customs Service were progressing satisfactorily. The question of marks on Foreign-Made Goods had been favourably considered by Government, and he hoped instructions would shortly be issued which would modify the present requirements that Foreign-Made Goods must be marked with the country of origin, and that some such mark as "Foreign Made" would in future be accepted by the Customs Authorities as sufficient. Although Agricul-

ture did not directly come under his Department, he was greatly interested in anything that could be done to improve the quality and quantity of the agricultural produce of the country; and he would do all he could to support the Chamber's proposals in this direction. He concluded by hoping that Bombay would ultimately adopt Standard Time, as he was certain it would prove a great convenience to all.

After some further discussion the Chairman moved, and the Committee concurred in, a cordial vote of thanks to Mr. Hewett for his instructive and very interesting address. *(Appendix M).*

FORMATION OF AN IMPERIAL CUSTOMS SERVICE.

(See *Report for* 1903, *pp.* 49, 344; 1904, *pp.* 48, 396.)

This Chamber raised the question of the establisment of an Imperial Customs Service for all India early in 1903, and since then the subject has attracted the continuous attention of all the Indian Chambers of Commerce. No good purpose would be served by recapitulating here the voluminous correspondence that has led up to the ultimate decision of Government, for an exhaustive history of the scheme will be found in the two previous Annual Reports of the Chamber for the years 1903 and 1904. The Chamber have now however the satisfaction of seeing the realization of their proposals, as on the 9th January 1906 the Government of India finally sanctioned the formation of the new service the constitution and personnel of which are fully described in the following extract from the *Gazette of India*, dated the 13th January 1906 :—

The new Imperial Customs Service will include the appointments of Collectors of Customs at Calcutta, Bombay, Madras, Rangoon, Karachi and Chittagong, the Assistant Collectorships at these ports, and the posts of Superintendent of the Preventive Service at Calcutta and Bombay. Its cadre will

not at present provide for the administration of the Customs at the minor ports; but arrangements will be made for securing more efficient supervision over the subordinate officers stationed at these ports by inspections conducted by the members of the Imperial Service. Three probationers will also be attached to the service, in order to provide a sufficient margin for leave vacancies, and to maintain a reserve of officers under training. All these officers will be liable to transfer from port to port; and such transfers will be made at reasonable intervals in order to assimilate, as far as possible, the Customs administration throughout India. The service will be under the direct control of the Government of India; and all questions affecting the appointment, promotion, leave, transfer, and punishment of officers will be dealt with by them. The following table shows the grading of the service, and the scale of pay and allowances which has been sanctioned for the various appointments:—

Appointments.	Number.	Pay *per mensem* (without exchange Compensation allowance).	Maximum local allowance admissible to officers stationed at Calcutta, Bombay, and Rangoon.
		Rs.	Rs.
Collectors—			
Class I ...	1	2,500	250
„ II ...	2	2,250	250
„ III ...	2	2,050	200
Assistant Collectors—			
Class I ...	3	1,400	75
„ II ...	3	1,150	75
„ III ...	3	1,000	75
„ IV ...	4	650	75
„ V ...	4	450	75
Probationers ...	3	300	.....

Three of the Collectorships will be reserved for members of the Indian Civil Service, and the remaining two appointments will ordinarily be held by other members of the Customs Service, if suitable incumbents are forthcoming. Of the Assistant Collectorships, one appointment in each of the first three classes will be reserved for members of the Indian Civil Service. The Government of India consider that even if equally competent officers could be recruited elsewhere, it would still be desirable to employ members of the Civil Service on Customs work, in order that that service may continue to include a certain number of men who have been brought into close official relations with the mercantile community. Collectors of Customs appointed from this service will be permitted, subject to the approval of the Government of India, to revert to their own Provinces at any time; but such permission will be withheld in cases where it would cause too rapid a change in the Customs *personnel*. Subject to this condition, permission to revert will be accorded in cases where the experience acquired by the officer in the Imperial Service is likely to be of special assistance to the Local Government under which he will serve on reversion; and, under an arrangement of this nature, members of the Civil Service who have acquired a technical knowledge of Customs procedure in the Imperial Service will probably be regarded as best qualified for the more important revenue appointments, which under the law involve the control of Customs within a Province, such as those of Member of the Board of Revenue in Madras and Bengal, or Commissioner of Customs in Bombay. Members of the Civil Service of four or five years' standing will ordinarily be selected for the three reserved appointments of Assistant Collector, and they will be required to remain in the department for at least four years. At the end of that time they will be permitted, if they so wish, to revert to their own Provinces. Officers so trained, whether

they have reverted for a time or not, will be eligible for subsequent appointment as Collector; and no officer will ordinarily be appointed Collector of Customs unless he has served as an Assistant.

The Assistant Collectors, other than members of the Civil Service, will ordinarily be recruited in England in the same manner as officers of the Enrolled List of the Finance Department. On arrival in India, they will ordinarily be posted as probationers to Calcutta or Bombay; and after the expiry of a year, they will be required to undergo a departmental examination in the Vernacular, in Customs work, and in law and procedure. On passing this examination, they will be invested with certain minor powers, and finally, if their work is approved, with full powers.

The present Assistant Collectors who do not belong to the Indian Civil Service will not be absolutely debarred from the prospect of promotion to the Imperial Customs Service; but having regard to the history and qualifications of the majority of the officers now employed, the Government of India consider that such promotions should only be sanctioned in very exceptional cases, and on the special recommendation of a Local Government in favour of individual officers serving under it. The officers now in the Department will, however, retain all their existing rights, and they will receive promotion in their present cadres, on the existing scales of pay.

It will be apparent that the scheme for the formation of the new Imperial Service can only be brought into effect as vacancies occur in the existing establishments. The Government of India propose, however, to form the nucleus of the Imperial Service by filling up immediately the six appointments reserved for members of the Indian Civil Service, and by appointing officers to certain of the Assistant Collector-

ships for which suitable candidates, other than Civilians, are forthcoming. Arrangements have also been made for the selection of two probationers. The Local Governments have been addressed on this subject, and they have been asked to nominate officers of the Civil Service for the reserved appointments, which will, for the present, be the four Collectorships at Calcutta, Bombay, Madras and Rangoon, and the Assistant Collectorships at Calcutta and Bombay. Separate arrangements are also being made for the performance of the miscellaneous duties, other than purely Customs work, which are at present undertaken by the Collector of Customs at Madras, and by the Collector of Customs at Bombay, aided by his two Civilian Assistants.

AGRICULTURAL AND KINDRED IMPROVEMENTS IN THE BOMBAY PRESIDENCY.

In September 1903 an influentially signed memorial, on the subject of the improvement of Horticulture and Agriculture, was presented to the Bombay Government. The memorialists among other suggestions proposed the establishment of an Agricultural and Economic Institute, with the requisite staff of experts, and the provision of affiliated farms all over the Presidency; and they prayed that even if Government were unable to adopt all their proposals in their entirety, effect might be given to the cardinal principle underlying them, *viz.*, that the interests of this Presidency required the establishment of a complete state organisation for the adequate development of its agricultural resources.

As an outcome of the proposals then put forward, Government shortly after instituted various reforms in the Agricultural Department—sanctioning a larger expenditure on experimental Farms, and largely increasing its expert staff.

Subsequently a Press Note was issued by the Bombay Government early in August 1905, the substance of which was as *follows* :—

> *That* the Government of India had sanctioned an additional 3½ lakhs of rupees to the fixed assignment made under the Provisional Settlement for the expansion of the Bombay Department of Agriculture and the Civil Veterinary Department in the Presidency. A separate Central Agricultural College and Research Station was to be established at Poona, with an expert staff consisting of the Professor of Agriculture, the Economic Botanist and the Agricultural Chemist. The services of a second expert Deputy Director of Agriculture were also to be entertained. Two new farms were to be instituted, one under the Muvalia Tank in the Panch Mahals, and one at Bassein in the Thana District. Lands were to be added to certain experimental farms to serve as cotton seed farms, and increased expenditure was to be incurred upon the selection and distribution of good seed to cultivators. Plots were to be rented temporarily from ryots for the demonstration of improved methods of cultivation, which it was desired to introduce into general agricultural practice. A separate appointment of Director of Agriculture would be created and improvements would also be made in the Bombay Veterinary College, and a bull farm established in Sind.

Forest Products.

In October 1905 the Chamber addressed an important representation to the Director of Agriculture at Poona, containing certain proposals for the cultivation and exploitation of the many valuable forest products of India, and more especially of the Bombay Presidency, a subject that had not hitherto received the serious attention it deserved. It was explained

that owing to the generally slow growth of many of the commerce yielding trees, and the large capital necessarily required, private individuals could not be expected to entertain enterprises of such nature, and that it was therefore felt that it was the duty of the Government in a tropical country like India to assume the responsibility of providing for the Empire's present and future wants in the direction indicated. The Committee were of opinion that much might be attained by the establishment, under expert official control, of extensive Government plantations in suitable localities all over the country, but more especially along the West Coast, and on the hills and tablelands of Southern India. A comparatively long list of plants and trees could have been submitted for the above purpose, but the Committee considered the plantations of few of the most important would suffice for the present to inaugurate the policy they strongly advocated regarding the commercial development of India's forest produce. The attention of Government was, in the first instance, directed to the two valuable products of Rubber and Camphor. The unprecedented use of these by European and American Manufacturers of late years had demanded an almost inexhaustible supply of the raw material. But as it was generally acknowledged that the natural sources of supply had already been over-exploited, it was believed the time had now come when these commodities might be produced on a more practical and scientific basis, as was done in the matter of tea, coffee, cinchona, and other commercial products of like nature. The Committee were of opinion that some, if not all, of the following varieties of Rubber and Camphor might be generally cultivated with great advantage to both the commerce and revenue of the country :—

Indigenous Rubbers.

1. Ficus Elastica, vernacular Bar, the Caoutchouc tree of Assam.

2. Autocapus Integrifolia, the Common Jack-fruit tree—vernacular Katol, Panas (Hindi), Phanas (Bombay), Pila (Tamil).
3. Carrisa Suavissima—and other varieties of Carissa.
4. Cryptostegia Grandiflora—a semi-wild Climber in the Western Ghauts and adjacent plains.
5. Four species of Native Gutta Percha, the most important being Dichopsis Elliptica. Vernacular Punchoti Palu (Bombay) and (Tamil), and Punchouta (Kanarese).

Exotic Rubbers.

1. Castilloa Elastica from Central America.
2. Para Rubber: Hevea Brasiliensis (Brazil).
3. Ceara Rubber—Manihot Glasiovii (Brazil).
4. Dichopsis Gutta (Malacca).

The land area under Rubber Trees of all kinds in Ceylon on the 1st July 1905 was shown to be 39,140 acres. In spite of many immature trees which had not yet been tapped, the yield showed the following gratifying results :—1903, 44,798 lbs.; 1904, 77,212 lbs.; and in 1905 approximately 91,546 lbs. Attention was drawn to the fact that Ceylon rubber, which was almost unknown a few years ago, now held the premier position in the London Market as regards price, realising as much as 6*s.* to 7*s.* per pound.

With the Ceylon acreage an instructive contrast was made with the latest figures from other Eastern lands, given in the Report of the United Planters' Association of the Straits for 1904, as follows :—

Malay Peninsula	30,000	acres.
Java	5,000	,,
India and Burma	5,000	,,
Total...	40,000	acres.

Thus it was observed that Ceylon by itself had an acreage equal to that of all other Eastern producing countries together, India coming practically last on the list,—a position, it was pointed out, that did not reflect credit on the agricultural enterprise of the Indian Government.

Camphor.

Definite information was not available regarding previous experiments made to introduce the cultivation and manufacture of Camphor in India. But that some such experiments had been undertaken was evident from the number of flourishing Chinese camphor trees that could be seen in certain parts of the country. It was, therefore, reasonable to suppose that instead of yearly importing some sixteen lakhs of rupees worth of China and Japan camphor, India might itself be made a source of supply. There was reason to believe that if extended experiments were made, not only could the China camphor tree be easily reintroduced, but that indigenous varieties of camphor-yielding plants could also be successfully cultivated. The following suggested themselves for trial :—

1. The Camphor Laurel—Cinnemonum Camphora, which species produced the bulk of the camphor from China, Japan and Formosa.
2. Indigenous Blumeas, especially Blumea Balsamifera, Blumea Lacera, and Blumea Eriantha. The latter was known to the natives as Kakronda. But the vernacular name of Bamburda was commonly applied to all the Blumeas on the Bombay side.

OTHER COUNTRY PRODUCTS.

The Committee took the opportunity of also drawing the attention of Government to the following additional products,

which, in their opinion, could be systematically exploited to the great advantage of Western and Southern India :—

1. Cassava—Mannihot Utilissima, which produced the well known Tapioca of commerce.
2. Prickly Pear—Opuntia Dillenii, vernacular Nag Phun. An excellent fodder for cattle.
3. Gum—They specially recommended Jingan Gum, the product of the Jingan tree, Odina Wodiar.
4. Nitro Culture—They recommended inoculating the soil with Nitrogen-fixing bacteria for leguminous crops such as Moth or Urd (Phaseolus Aconitifolius), Mung (Phaseolus Mungo), Gram or Chick Pea (Cicer Aretinum), Dal or Cadjan pea (Cajanus Indicus), and Muttar or common field pea (Pisum Arvense).
5. Fruit Culture and Preservation—Suggestions were made for the better cultivation, and the reduction or entire elimination of seed in fruit,—and for modern methods of preserving the same for purposes of transportation.
6. Vanilla, Cardamoms, Nutmegs, Pepper and Cloves, all of which, it was pointed out, would thrive in Western and Southern India.

In conclusion, the Committee asked that Government should communicate to them the results of any successful agricultural experiments that might be available from time to time, as they would be pleased to disseminate all such information among the commercial community of this Presidency.

For the full text of the above letter, readers are referred to *Appendix* N-1.

GROUND-NUT CULTIVATION.

(See *Reports*, 1901, *p.* 122; 1902, *p.* 96; 1903, *pp.* 166, 800.)

The attention of the Committee was again drawn during 1905 to the steady decline, in recent years, in the exports of ground-nuts from the Western Presidency owing to the gradual failure of the crops, due, it was believed, to the degeneration of seed, and the attacks of the devastating fungoid disease known as "Tika". How very serious the decline had been, may be realized by the following figures. The largest export took place in 1894-95, when 78,488 tons were despatched to foreign ports from Bombay alone. Since then the figures have rapidly fallen to 2,890 tons during 1902-03, and in the year under review this once important trade may be considered as practically extinct.

On previous occasions the Committee had suggested to the Agricultural Department the expediency of importing a new and better quality of Mozambique and Senegambia seed, and distributing it in such districts as had successfully produced the crop; and in July 1905 they addressed a further representation on the subject to the Director of Land Records and Agriculture, Bombay, stating how deeply interested the Chamber was in the successful cultivation of so important a commodity, and giving it as their opinion that with fostering care the former flourishing trade might still be revived in the near future. They renewed the offer of Messrs. Ralli Brothers to import any quantity of foreign seed that may be necessary for general distribution; and in conclusion asked to be furnished with information regarding the present condition and future prospects of the crops, the results of the more recent experiments by the Agricultural Department, and the views of Government on the question of further encouraging the extension of ground-nut cultivation in the Bombay Presidency and other suitable localities in Southern India.

In his reply, the Director stated that he was again consulting the Agricultural experts of the Department, and that a further communication on the subject would be made to the Chamber at a later date. (*Appendix* N-2.)

ADULTERATION OF WHEAT.

(See *Reports*, 1882-83, *pp.* 165, 312; 1883-84, *pp.* 141, 258; 1884-85, *pp.* 143, 229; 1886, *pp.* 42, 316; 1887, *pp.* 34, 144; 1888, *pp.* 64, 407; 1889, *pp.* 67, 448; 1890, *pp.* 187, 502.)

The Nottinghamshire and Derbyshire Flour Mills Association and the Incorporated National Association of British and Irish Millers had, during the early part of the year, addressed the Secretary of State on the above subject, and complained of the increasing admixture of sand and other foreign matter in the wheat imported into the United Kingdom from the ports of Bombay and Karachi. The above communications were ultimately forwarded through the Government of India to the Chamber with a request that they may be favoured with an expression of the views of the Chamber in regard to the question raised.

In reply the Government of India were informed that the Bombay Chamber were in complete accord with them in their desire to promote the purity and cleanliness of Indian wheat intended for the United Kingdom, and that the Committee had for years repeatedly urged a purer basis in all wheat transactions; and had maintained that if a higher standard was authoritatively adopted there would be no difficulty whatever in obtaining any quantity of clean wheat for the Home Market. It was believed the unsatisfactory condition complained of was due entirely to the action of the home buyers who had hitherto refused, for reasons of their own, to differentiate in price between comparatively pure wheat, and wheat

with an acknowledged high percentage of impurities. And it was stated that if a genuine demand was made for purer wheat, and a proportionately better price paid for it, there would be no reason to fear that a requisite supply would not be forthcoming. The Committee were convinced that wheat could be purchased in Western India, *i.e.*, from the ports of Bombay and Karachi, in a much purer state than it is at present, if it was agreed that it would be purchased in the United Kingdom, like most Oil-seeds, on a fixed basis of refraction, that is with certain recognised percentages of dirt, and of grains other than wheat. It was considered that a fair basis for the above two items would be :—

(*a*) For dirt 4 per cent. with mutual allowances. For example, if the wheat contained only 2 or 3 per cent., the seller would benefit to the extent of 2 or 1 per cent. and *vice versa*. To protect the buyer against any excessive admixture of dirt anything over 6 per cent. should be penalised : the seller having to pay double allowance for all dirt in excess of the above percentage.

(*b*) Other grains such as gram, peas, lentils, teora, etc., might be included in dirt as their percentage was comparatively inappreciable. But as regards barley found in wheat, a 5 per cent. basis should be fixed with mutual allowances; the barley being calculated either way at half the value of wheat. In the interests of the buyer it should be stipulated that any excess of barley over 10 per cent. would be treated as dirt, though not necessarily penalised as in the case of dirt in wheat.

The above basis had long since been adopted with satisfactory results by other European countries, which thus not

only consistently obtained a very much cleaner wheat than the United Kingdom, but had also saved themselves all handling charges and Railway and Steamship freight on thousands of tons of extraneous matter annually.

Copies of the above letter to Government were forwarded for their information to the Calcutta, Madras, and Karachi Chambers. (*Appendix* N-3.)

MUSEUM AND PUBLIC LIBRARY FOR THE BOMBAY PRESIDENCY.

(See *Report* 1904, *pp.* 173, 786.)

For the past twelve years the question of establishing a Museum and Public Library for Bombay has been attracting the attention of Government. A Committee, it will be remembered, was appointed in May 1904 to consider the matter. Their report was published in the middle of this year, and the conclusions arrived at met with the approval of Government, and were to the effect that the want of a central institution in the nature of a Museum and Library was much felt, and that its establishment would be welcomed, and lastly that "the support and encouragement of all concerned might be relied on."

The various expressions of sympathy which the report had elicited in the public press culminated in the proposal, enthusiastically adopted at a largely attended public meeting in Bombay on 14th August 1905, that the Museum should be a lasting memorial of the visit of their Royal Highnesses the Prince and Princess of Wales to this Presidency.

His Royal Highness graciously accepted the public invitation to lay the foundation stone, and the interesting ceremony took place on the afternoon of Saturday, the 11th November 1905, in the presence of a largely attended representative and popular gathering of the citizens of Bombay. (*Appendix* O-1.)

GOVERNMENT COMMITTEE ON TRADE STATISTICS.

A communication was received from the Department of Commerce and Industry in March 1905 intimating that the Government of India had appointed a Committee to deal with the question of the improvement of the official Statistics relating to trade; and that the said Committee would be glad to meet the Chamber for the discussion of the questions at issue.

The subjects which the Committee had been instructed to deal with were :—

(1) The revision of the statistics relating to the Foreign Trade with special reference to the question of the countries to which the imports and exports should be assigned.

(2) The revision of the form and the arrangement of the tables published in the Annual Statement of the Foreign Trade and Coasting Trade of each Province.

(3) The revision of the accounts of the Inland Trade of India carried by rail and river including the methods of valuation.

(4) The improvement of the registration of the Frontier Trade.

Having determined the scope of the statistics as between countries the Government Committee proposed next to examine the details of the information recorded with a view to any improvement that may seem desirable, and to consider other subjects that naturally arise in the course of revision. The heads of their enquiry were thus summarised :—

1. The list of articles and system of grouping.
2. The list of countries.

3. The units of quantity, the use of gross or net weight, and the methods of taring.
4. The values.
5. The articles, if any, to be excluded as not possessing a commercial character.
6. The treatment of goods in transit to Nepal and other countries on the land frontier, or under transhipment through the Indian Ports.
7. The treatment of postal goods, and others under special conditions, such as baggage, samples, etc.
8. The arrangement of the tables and discrimination of special classes, such as Government stores, treasure, Indian and Foreign produce, dutiable merchandise and free, improvement trade, if any trade *via* Suez Canal, trade *via* Hong-Kong, the Straits and Ceylon, etc.
9. The grouping of unimportant items under articles and countries in the printed volumes, and the detailed record of these to be maintained in the office.
10. The enlargement of the introduction to the volumes so as to show under all the above heads the scope and details of the information they undertake to convey.
11. The possible addition of (1) comparative tables of value for comparison between different years, and (2) of cautionary notices of the allowances to be made in comparing Indian results with those of the chief foreign countries.
12. The details of registration and compilation, namely,
    (*a*) Forms of declarations.
    (*b*) Instructions to declarants.

(*c*) Instructions to verifying officers.

(*d*) Forms of registers.

(*e*) Instructions to registering and compiling clerks.

(*f*) Processes of check and correction.

13. The publications, including dates, and insertion of corrections.

The Government Committee, consisting of Mr. Morshead, I.C.S., and Mr. R. E. V. Arbuthnot, I.C.S., arrived in Bombay on the 29th March and met the Committee of the Chamber the following day.

The subjects above referred to were thoroughly discussed by the joint Committees, and many practical suggestions were made with the object of rendering the official statistics relating to trade and cognate subjects more accurate and more generally useful in future. Among the suggestions made was one by the Committee of the Chamber to the effect that the period of 12 months covered by Government Statistical publications should close at a time when the movement of crops was at a minimum, as under existing conditions the statistics regarding most of the important crops in India were rendered practically useless for purposes of comparison. It was pointed out that by closing the official accounts at the end of March, one of the busiest export months, the early or late movement of a crop had the effect of putting portions of the actual exports of one season into two different years. Therefore, the Government Statistics did not actually give any particular season's trade. It was pointed out that if the Export and Import Statistics were to be of practical value to trade, the Annual Report should be issued for the 12 months ending the 30th of June each year, when the import, export, local, and coasting trades were lowest, and when all the important crops of the country had been marketed.

A reply to the above was sent by the Government Committee on their return to Calcutta. In this they stated that they had not definitely settled anything about the proposed change in the date of issue of Export and Import Statistics, and they feared there was not much chance of any such alteration being recommended in the Annual publications as they found the question had already been discussed and negatived by Government. It was possible, however, that local publications might be so arranged in future. In the meantime they brought to the notice of the Committee a special issue of the ordinary monthly publication of statistics which had been published at the end of December 1904 for the whole of the calendar year.

The Committee had not hitherto been informed of the existence of such a publication; and though the information contained therein was not exactly in accordance with the proposal made, it was believed it would be of some use to the trade. (*Appendix* O-2.)

COTTON AS CONTRABAND OF WAR.

On the 18th April 1905, the Third Presidency Magistrate in Bombay disposed of a case in which the Master of the S.S. "Riverdale" (under Section 83 of Act I of 1859, Clauses 2 and 4) charged certain seamen on board the same steamer with refusing without reasonable cause to proceed to sea in his ship to Kobe, and for wilful disobedience of lawful commands. The seamen admitted having refused duty, and said they were justified in doing so on the ground that the ship carried cotton which was a contraband of war according to Russian law, and that there was every danger of their being taken prisoners by the Russian Squadron. It will be seen from the Magisterial judgment published in the appendix that the Court held that **Raw Cotton shipped for Commer-**

cial Purposes to Japan was Contraband, and that such cargo justified seamen refusing to proceed to sea.

In view of the importance of the question to the trade of Bombay, the Chamber lost no time in addressing the Government of India by telegram, and urging that the Imperial Authorities should define that **Commercial Cotton was not Contraband of War.**

The Government of India, in reply, stated that they had been in telegraphic correspondence with the Secretary of State for India on the subject, and were informed that the Russian Government had not specifically replied to a representation which had previously been made to them by the British Ambassador in St. Petersburg in which he protested, on behalf of His Majesty's Government, against the declaration that raw cotton would be regarded by Russia as absolute contraband of war. It was, however, understood that instructions had been issued to Russian Officers from the general tenor of which it was inferred that raw cotton would not be treated as contraband of war unless it was intended to be used for warlike purposes. (*Appendix* P.)

THE ANGLO-JAPANESE CONVENTION.

On the 2nd February 1905, the Government of Bombay forwarded for the information of the Chamber the undermentioned copy of the text of the new Anglo-Japanese Convention, dated 29th August 1904, for reciprocal most favoured Nation treatment in respect of Customs dues levied on articles of produce or manufacture of either country imported into the other :—

ARTICLE I.

Any article, the produce or manufacture of the dominions and possessions of His Majesty the Emperor of Japan, shall

enjoy, upon importation into India, the lowest Customs duties applicable to similar products of any other foreign origin.

ARTICLE II.

Reciprocally any article, the produce or manufacture of India, shall enjoy, upon importation into the dominions and possessions of His Majesty the Emperor of Japan, the lowest Customs duties applicable to similar products of any other foreign origin.

ARTICLE III.

The privileges and engagements of the present Convention shall extend to Native States of India which by treaty with His Britannic Majesty or otherwise may be entitled to be placed with regard to the stipulations of the Convention on the same footing as British India.

TONNAGE SCALE.

OIL CAKE.

Several applications had been received by the Chamber during the course of the year to fix a tonnage scale for Oil Cake, on the ground that shipments of the article to Europe were rapidly assuming large proportions. The Committee accordingly arranged to carry out tests on various qualities, with the result that the following scale was provisionally published on the 9th October 1905, pending confirmation at the next General Meeting:—

(1) Mixed Ground-Nut and Kardi Cake, oblong or square flat Cakes, machine-pressed, 20-cwt. to the ton.

(2) Cocoanut Cake, flat circular Cakes, machine-pressed, 15-cwt. to the ton.

(3) Pure Kardi Cake, broken lumps, hand-pressed, 12-cwt. to the ton.

(4) Niger Cake, broken lumps, hand-pressed, 12-cwt. to the ton.

Subsequent tests, however, showed the advisability of altering and simplifying the above, and at a Meeting of the Committee held on the 29th November 1905, it was decided to substitute the following revised Scale, namely, that—

(1) All machine-pressed flat Oil Cake, except Cocoanut, be taken at 17-cwt. to the Steamer Ton.

(2) Machine-pressed flat Cocoanut of all shapes be taken at 15-cwt. to the Steamer Ton.

(3) Hand or bullock pressed Oil Cake of all kinds be taken at 12-cwt. to the Steamer Ton.

The above Scale, as submitted by the Committee, was finally approved of and confirmed at a General Meeting of the Members, held on the 7th December 1905.

THE WELLINGTON CORDITE FACTORY.

The attention of the Committee was called in November 1905 to certain correspondence from which it appeared that the Military Department in India had requested the Indian Railway Board to solicit orders from various Railways for Dynamite and other Explosives for blasting purposes, such Explosives being manufactured at the Government of India Cordite Factory at Wellington. The correspondence further showed that the Under-Secretary to the Bengal Government had also been asked to obtain orders for the same Explosives from private Companies, etc. And a letter from the Secretary of the Railway Board made it clear that he had written to all Local Governments in India and Burma, the Public Works Department, the principal State Railways, and other official bodies, asking if they would purchase Blasting Explosives from the Government Factory abovementioned.

From the above it would appear that there had been some intention of entering into competition with the Explosive

trade in this country; and in the opinion of the Committee this constituted a serious interference with private enterprise. As a very large amount of British capital had been invested in India in this trade, and in the establishment of convenient magazines in various parts of the country, it was felt that the action of the Military Department in this matter was contrary to the usual principles of the Government of India. The Committee therefore addressed the Department of Commerce and Industry on the subject, drawing special attention to the point regarding the obtaining of orders from private companies. While fully acknowledging the right of Government to utilise their productions in their own Departments for the public benefit, the Committee regarded the inviting of tenders from private Companies as a serious departure from the declared policy of Government, and a procedure that must very materially check private enterprise in the trade referred to. In the reply received from the Department of Commerce and Industry the Committee were informed that the matter was receiving the careful attention of Government. (*Appendix* Q.)

INSTITUTION OF AN INDIAN SAMPLE ROOM IN KERMAN, PERSIA.

In July 1905, the Government of India announced that on the recommendation of the British Consul at Kerman, a sample room had been instituted in that town, which would contain samples of English and Indian goods likely to sell in South-East Persia. A local Indian Merchant had been appointed to look after the room, and to generally interest himself in developing and pushing British-Indian trade in that part of the country. The institution was attached to the British Consulate which thus ensured adequate supervision. Government trusted that this scheme for the expansion of trade between India and Persia would meet with the sympathy

and support of all Indian merchants interested in the exploitation of the Persian Markets. (*Appendix* R-1.)

PERSIA: CUSTOMS DUTIES ON IMPORTS.

In February 1905 the Under-Secretary to the Government of India informed the Chamber that the Persian Government had notified to His Majesty's Legation at Teheran their intention of increasing by 15 per cent. the Customs Duties on all imports into Persia, in view of the depreciation in the silver value of the Kran. This contingency it appeared had been provided for in Article 6 of the Anglo-Persian Convention of 1903. A later communication was however received stating that the proposed increase of the Persian Customs Duties had been deferred for the present; and that the Persian Government had promised that due notice would be given before any definite action was taken in future.

In September 1905, a communication was received from the Upper India Chamber of Commerce, regarding a representation made by them to Government on the subject of the Administration of the Persian Customs and certain connected matters, and it was hoped this Chamber would see its way to also addressing the Government in support of the reforms which were called for in the interests of British-Persian trade.

The Upper India Chamber in their correspondence with Government had exhaustively dealt with the subject of trade disabilities in the Persian Gulf, and it was realised that in the circumstance their representation was quite justified. The Committee of this Chamber, while fully sympathising with the line of action taken, refrained however at the time from approaching Government in the matter as they had no actual knowledge themselves of the conditions prevailing in the Port of Bushire, regarding which most of the complaints were made.

During the course of the year Government supplied the Chamber with a copy of the Foreign Trade statistics of Persia for the year ending the 21st March 1904, and also a copy of the Persian Customs Tariff. The above documents are referred to here as the information contained therein may be of interest to Indian Merchants trading with Persia.

TRADE WITH PERSIA.

Mr. Greensill's Mission.

(See *Reports*, 1903, *pp.* 210, 876; 1904, *pp.* 180, 186, 793.)

Mr. Greensill's Mission to Persia as Government Canvasser for trade for the Nushki-Seistan route has already been fully described in the Chamber's Report for 1904. It is here only necessary to mention that since his return to India he has published an exhaustive Report of the trade capabilities of South-Eastern Persia. Much valuable information is given there regarding the various trade routes, carriage of goods, Persian Weights, Measures and Coinage, British-Indian Imports, Piece-goods, Crockery, Metalware, Machinery, Fancy Goods, etc. Mr. Greensill remarks that "trade with Persia is profitable if one only knows what to import and export besides the local trade in the country itself."

Nushki-Seistan Trade Route.

The Government of India forwarded the Chamber a number of copies of a Notice in English, Persian and Urdu regarding transport arrangements on the abovementioned route. As the information will be of value to merchants trading in that direction the English text has been republished in *Appendix* R-2.

PERSIA: TRADE OF THE KERMAN DISTRICT.

The Consular Report for 1904-05 on the trade of the Kerman District in Persia was considered by the Committee to be of sufficient interest to be reprinted and circulated among the Members of the Chamber. The above report is now republished in *Appendix* R-3.

TRADE OF OMAN, BAHREIN, AND THE ARAB PORTS IN THE PERSIAN GULF.

Mr. H. W. Maclean was appointed Special Commissioner of the Commercial Intelligence Committee to inquire into and report upon the conditions and prospects of British Trade in the above mentioned Ports in the Persian Gulf. His Report which was forwarded to the Chamber in August 1905, contains much of interest to merchants, and readers can refer to it in *Appendix* R-4.

DUTIES LEVIED IN AFGHANISTAN.

In October 1905 the Director-General of Commercial Intelligence informed the Chamber that he was in possession of certain information regarding dues levied in Afghanistan on goods entering that country from India, which he was prepared to communicate in respect of any class of goods in which Indian Firms were interested.

The Committee received an application from a Firm in Bombay enquiring as to the duty levied on tea in Afghanistan. The statistics and other information supplied by the Director on the subject will be found in *Appendix* R-5.

TRADE BETWEEN INDIA AND THE UNITED STATES OF AMERICA.

In October 1905 the Under-Secretary to the Government of India informed the Chamber that His Britannic Majesty's Consul at Chicago had reported that there was a considerable opening for direct trade between India and the United States of America, more particularly in the case of tea.

CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

The considerable success which attended the Fifth Congress of Chambers of Commerce of the Empire, held in Montreal

in the Autumn of 1903, induced the Council of the London Chamber of Commerce to convene the Sixth Congress to be held this time in London during the early part of July 1906. The exact date had however not yet been announced. That these Congresses had been fulfilling a useful function was proved by the manner in which the various Chambers in different parts of the Empire had come forward in numbers increasing with every meeting to participate in the gatherings. Over 500 delegates attended the 1903 Congress, but it was expected this number would be surpassed in 1906.

The Organising Committee in London had addressed the Bombay Chamber, inviting it to participate in the forthcoming Congress, and to send a delegate to represent it on the occasion. The Chamber was asked at the same time whether it desired to submit resolutions on any commercial subject, other than of local importance, for the consideration of the Congress.

In reply, the Committee stated that they had no particular resolution to submit, but that on behalf of the Chamber they would be pleased to participate in the coming Congress, and had nominated their Chairman, the Hon'ble Mr. C. H. Armstrong, to attend the meeting as the representative delegate of the Bombay Chamber. (*Appendix* R-6.)

THE PARIS SANITARY CONVENTION.

The Committee of the Hongkong Chamber of Commerce enquired in August 1905 whether there was any probability of the Port of Bombay becoming a party to the above Convention. They also stated that they were more or less in favour of the Convention, but Hongkong being principally a Shipping Port it was absolutely necessary that the Quarantine measures obtained at the principal Ports East of Aden should be as uniform as possible.

They were informed in reply that though the Committee of the Bombay Chamber had not received any official communication, they understood that the Government of India had subscribed to the plague regulations, but not to those relating to cholera. That the relaxation of the Venice Convention rules regarding incubation and quarantine would, it was felt, be an advantage to the shipping of this Port, while the regulations as to rats gaining an entrance to ships in docks were not considered onerous, though whether they would be effective could not yet be ascertained. (*Appendix* S.)

TIMBER.

Town Duty Charge.

The practice which prevailed in the Bombay Custom House of including the Town Duty charge of 2½ per cent. *ad valorem*, in order to ascertain the real value of timber for Imperial Duty, was brought to the notice of the Chamber in the early part of the year. It was represented to the Committee that the charge of Town Duty ought to be deducted in order to ascertain the real value for Customs purposes, and it was suggested that Government should be addressed on the subject. The Committee made enquiries at other Indian sea ports and found that in Madras and Karachi it was not the practice to include Octroi Duty when declaring the value of timber for Imperial duty. In Calcutta there was no town duty on timber, nor was there any Municipal Import duty or tax of any kind levied upon the article, the duty charged by the Customs being on the invoice value.

In bringing the above facts to the notice of Government, the Committee submitted that, in their opinion, the procedure followed in Bombay was incorrect and vexatious; and in the belief that it was not, strictly speaking, the intention of the authorities that the charge for Town Duty should be

included in order to ascertain the real value for Customs purposes, the Committee begged the Bombay Government to represent the matter to the Government of India with a view to orders being issued to amend the procedure of the Bombay Custom House on the lines followed at other Indian ports.

The Committee's suggestion was in due course complied with; and in a letter addressed to them by the Bombay Government, under date 27th March 1905, it was stated that, under instructions from the Supreme Government, the Collectors of Customs at Bombay and Karachi had been directed to discontinue the practice of including Municipal and other local taxes in the values of imported articles, both for tariff and trade valuation purposes. The above arrangement was duly notified to Members by Circular. (*Appendix* T-1.)

COTTON SEED.

Municipal Licenses in respect of Storage.

(See *Report*, 1904, *pp.* 130, 660.)

It will be remembered that when the Chamber addressed the Bombay Government in 1904, suggesting that the provisions of Section 394 (1) (*a*), Schedule M, of the Bombay Municipal Act of 1888, should be so amended as to exclude the storage of cotton seed from the obligation of a license and a license fee, Government stated that they would be prepared to consider an amendment with this object when any portion of the Act next came under revision.

In March 1905, the Committee, in view of the fact that a Bill was then under discussion in the Legislative Council for the purpose of amending the Municipal Act on certain points, again approached Government and asked that their previous suggestion in regard to cotton seed might receive favourable consideration.

In the reply received, under date 14th April 1905, Government stated that the amending Bill, to which the Chamber had referred, was of a special character, and that His Excellency the Governor-in-Council regretted that the amendment of Schedule M in the direction suggested by the Chamber could not be included in it.

The matter therefore remains in abeyance pending a more general revision of the Municipal Act. (*Appendix* T-2.)

METEOROLOGICAL INFORMATION.

The telegraphic summary of the weather conditions prevailing throughout India,—which ordinarily appears in the "Indian Daily Weather Report," issued from Simla,—had, for many years, been supplied free of charge to certain newspapers and individuals in the Country.

In March 1905, however, the Chamber received a communication from the Meteorological Reporter to the Government of India and Director-General of Indian Observatories, to the effect that it had been decided that such information would, in future, be supplied to any newspaper, firm, Association or individual, who might wish to receive it, on payment of a monthly charge of Rs. 10. It was stated that the telegram would give a brief account of the particular features of the weather of the day in question, noticing the presence and track of any existing or approaching storm and the occurrence of rain ; and would conclude with a brief general forecast of the weather likely to be experienced in different parts of the country during the succeeding 24 hours.

The full text of the above Notification was by order of the Committee reprinted and circulated for the information of the Members of the Chamber.

In February 1905 the Chamber was consulted by the Meteorological Reporter to the Government of India and

Director-General of Indian Observatories, with regard to the earlier publication of daily meteorological information, which is ordinarily contained in the printed "Weather Chart of the Bombay Presidency."

Seeing that mercantile firms and other business people interested in weather news generally get telegraphic reports from their own Agents up-country, the Committee rather questioned whether the earlier publication of the information would be of any real use, seeing that firms and others specially interested in weather news got telegraphic reports from their own people long in advance of the official intelligence. For this reason it did not appear to the Committee that the circulation of the daily weather report would be injuriously affected by publication in the manner proposed; and in addressing the Meteorological Reporter to the above effect the Committee stated that if it be resolved to make such publication it would probably be sufficient to affix the notice containing the earlier information outside the Central Telegraph Office, beginning at 1st June and ending 31st October. *(Appendix* U.)

MOTOR VEHICLES IN THE DOCKS.

In June 1905 the attention of the Committee was called to a by-law promulgated by the Trustees of the Port of Bombay to the effect that "no motor vehicle shall be driven along or upon any of the roads or wharves within the enclosure of any Dock, or be allowed within any such enclosure except when brought for purposes of exportation or importation."

The Committee, in bringing the matter to the notice of the Trustees, represented that it would be a hardship on the trade of the Port if the order in question were to apply to motor lorries which were then intended to be used, to some extent,

in the Docks, by mercantile firms, for the purpose of facilitating shipments; and that if it was the intention of the Trustees to include such lorries under the rule referred to, the restriction might be reconsidered in the interests of the trade of Bombay.

In the reply received by the Chamber, the Trustees stated that the proposal to frame regulations on the subject originated in a remark by the Inspector employed by the Bombay Association of Fire Insurance Agents referring to the risk of allowing Motors in the Docks; that inquiries on the subject had been made at Home and that the rules in force at Bristol, which were reported to be practically the same as those in force at Liverpool, were in the possession of the Board; that these rules were framed by the Fire Offices' Committee and provided that every motor car in which liquid fuel was used for internal combustion should be prohibited from entering the Dock premises. The Trustees further stated that the risk being thus recognised, they felt bound to take similar precautions against it, and that the by-law was framed and approved by Government on 11th May 1905 after due Notification in the *Government Gazette* of 20th and 27th April and 4th May 1905. The Trustees fully recognised, however, that it was desirable to encourage the use of motor lorries for economy in the transport of produce; and that if the Fire Insurance Companies considered they could be admitted to the Docks without risk, the Board would be prepared to modify the rule, subject to the requirements of the convenience of working traffic on the wharves.

The question was subsequently referred by the Trustees to the Bombay Fire Insurance Association for opinion, and also to the Fire Offices' Committee in London.

On receipt of replies from these bodies the matter again came before the Trust, and the Committee are glad to be able

to state that, on re-consideration of the question, the Trustees were good enough to modify their previous ruling so as to permit of motor lorries entering the Dock premises, subject to certain regulations contained in their Circular No. 10, dated 6th November 1905. (*Appendix* V.)

MUNICIPAL OCTROI IN THE CENTRAL PROVINCES.

From time to time complaints had reached the Chamber from various towns in the Presidency and in Upper India regarding the enhancement of Octroi Duty, and the delay, inconvenience and unnecessary expense incurred by merchants owing to the complicated procedure generally in vogue.

The Committee, in considering the whole question, thought it advisable for the present to confine their attention to the special difficulties complained of in the Central Provinces. A representation was accordingly addressed on the 6th September 1905 to the Chief Commissioner suggesting that some simpler system might generally be adopted that would benefit alike, both the exporting merchants and the various Municipalities. The procedure followed in Jubbulpore recommended itself as most feasible for general application. A merchant in that town when exporting produce was allowed to take his goods direct to the Railway Station without any inspection or other formality; but before doing so he had to make a written "Declaration" at the Municipal Office, stating the number of bags or bales, the nature of their contents, and the weight and quantity in each, accompanied by the requisite number of Octroi Paid Receipts, which when added together showed the same weight and quantity as that stated in the "Declaration." After the goods had been despatched, the exporter presented the railway receipt at the Municipal Office. The receipt being stamped or

signed by the officer in charge as a security against a possible second representation was then compared with the "Declaration;" and if the comparison was satisfactory the latter was also stamped or signed as an acknowledgment that its terms had been fulfilled by the exporter. At the end of each month, or at any time desired, an addition was made of all "Declarations" thus marked by the Municipality, and the refund was paid accordingly.

In conclusion the Committee also suggested that the time allowed for the presentation of "Declarations" should be fixed from 7 to 12 in the forenoon, and 2 to 5 in the afternoon, as the 5 hours allowed in Municipalities at present were not sufficient for all the exigencies of the trade.

The Chief Commissioner, in replying on the 22nd of the same month, stated that the Chamber's suggestions on the system of Octroi refunds in Municipalities in the Central Provinces were receiving his attention, and that the question of adopting a simpler procedure had been referred to the local authorities. Since then, though no official communication has been received, the Committee have reason to believe that the desired changes have been carried out to the great advantage of the trading community. (*Appendix* W.)

DECIMAL AND METRIC SYSTEMS.

(See *Reports*, 1902, *pp.* 141, 143, 668; 1903, *p.* 181; 1904, *p.* 162.)

The above subject has been fully dealt with in the last three years' Reports. It is sufficient to mention here that there has been a continued advance in public opinion during the year under review in favour of the adoption of Metric weights and measures. And when Lord Belhaven introduced his Metric Bill in the House of Lords, it was most favourably

received, and with the consent of the Government it was read a second time, and subsequently passed by the Lords.

This growth of public opinion has been diligently stimulated and fostered by the Decimal Association, by a liberal circulation of pamphlets and circulars and by numerous popular lectures and a very extensive correspondence.

It is however generally felt that no action in this direction in India will have any tangible results until the whole question has first been finally dealt with and definitely settled in the United Kingdom. In the meantime those interested in the subject are referred for information to previous Reports, and to the Metric Chart to be seen in the Chamber's Rooms.

THE BOMBAY CHAMBER'S MESSAGE OF SYMPATHY TO H. E. THE VICEROY.

On receiving news of Lord Curzon's premature resignation, the members in general meeting agreed to the Chairman's proposal to despatch the following telegram to His Excellency on the 30th August 1905 :—

> "The Members of the Bombay Chamber of Commerce assembled in General Meeting to-day desire me to convey to His Excellency the Viceroy their very great regret at his approaching departure, and beg to thank him most heartily for his brilliant services to the country, for the great interest he has always taken in commercial matters, and for all he has done to help on the agricultural and industrial development of India."

His Excellency telegraphed the following appreciative reply to the Chairman of the Chamber on the same day:—

> "The Bombay Chamber of Commerce was the first commercial body in India by whom the Viceroy was

addressed when he landed in India nearly seven years ago, and he is much gratified to think that on leaving he has been thought worthy of so generous a tribute as that which your Chamber has paid to him in your telegram of to-day. It must always remain one of His Excellency's pleasantest recollections that he was so fortunate as to earn the confidence of the mercantile community of Bombay."

ADDRESS TO LORD CURZON.

In accordance with time-honoured custom, the Committee proposed to present a farewell address to His Excellency the Viceroy on his departure from India. The proposal was enthusiastically received by the members who unanimously decided in its favour. The Committee accordingly communicated the desire of the Chamber to His Excellency at Simla, stating that though it was customary to present an address of this nature to out-going Viceroys, the Chamber on this occasion would feel especially honoured by His Excellency's acceptance. In reply the following telegram was received from the Private Secretary: "His Excellency will have great pleasure in accepting the retiring address, which the Members of the Bombay Chamber of Commerce propose to present him on his way through Bombay, and he regards their intention as the highest compliment."

His Excellency arrived in Bombay on Tuesday, the 7th November 1905, and on the following day, at 11 a.m., he received the Members of the Chamber in the Durbar Hall of Government House, Malabar Hill. The Address was read by the Hon'ble Mr. C. H. Armstrong, Chairman of the Chamber, and its most notable features were the hearty expressions of sympathy and good-will towards the retiring Viceroy and the high

appreciation of His Excellency's valuable services to this great dependency. No summary however can convey an adequate impression or do justice to the Chamber's Address or Lord Curzon's able reply, and these are therefore published *in extenso* for the information of the members in the Appendix.

At the conclusion of the interesting ceremony His Excellency expressed his pleasure at the compliment paid him on this memorable occasion; and in taking leave he heartily thanked the Committee and the assembled members, and bade a final farewell to the Chamber. (*Appendix* X-I.)

ADDRESS TO LORD MINTO.

This interesting ceremony took place on the 18th November 1905 at Government House, Malabar Hill, in presence of a large representative gathering of the Members of the Chamber. His Excellency, accompanied by Sir S. W. Edgerley, Chief Secretary to Government, Political Department, and Major Fielding, D.S.O., A.-D.-C., entered the Durbar Room at half-past five in the afternoon, and advanced to the dais. After the Chief Secretary had introduced the Hon'ble Mr. C. H. Armstrong, Chairman of the Chamber, the latter presented the members of the Committee, and then proceeded to read the Address of welcome. This touched upon the labour question in Bombay as affected by the ravages of plague, and referred to the extension of Commercial Railways and the development of feeder lines, the promotion of the Department of Industry and Commerce and the establishment of an Imperial Customs Service, and the development of Agriculture, in all of which it was hoped His Excellency would take a sympathetic and active interest—a characteristic that had so distinguished his predecessor.

His Excellency in replying thanked the Chamber for their congratulations, and said his sincerest sympathy and assistance could be relied in combating the plague. Though he could scarcely as yet make any pronouncement on the Commercial policy of India, his past experience had convinced him that trade followed the Railway: the latter would therefore have his best attention. And in the encouragement of Agricultural development he believed lay the future prosperity and contentment of the people of this Country. His Excellency in taking leave thanked the Members for the opportunity they afforded him of meeting them and hearing their views. The ceremony then concluded.

For full texts of both the Chamber's Address and the Viceroy's reply, see *Appendix* X-2.

RAILWAY—THE BOMBAY HARBOUR BRANCH.

In August 1905, the Secretary of State sanctioned the commencement of work on the Bombay Harbour Branch from Kurla to Mazagon, together with the Mahim link. Submission of the complete estimate of the said work was called for at an early date.

TELEPHONIC COMMUNICATION WITH THE HIGH COURT.

The Committee received a communication from the Registrar of the High Court in December 1905, stating that it had been proposed to erect a telephone in the High Court Buildings, and enquiring whether the Chamber considered its introduction desirable and likely to be of benefit to the public.

The Committee in their reply stated that it would be of great benefit to the public if the High Court was put into telephonic communication with all other business centres in town; and suggested that several instruments should be erected in different parts of the building as the erection of one alone would considerably restrict its utility in so large and public an institution. (*Appendix* Y.)

WHEAT.

(See *Report*, 1903, *p.* 198, *and Report* 1904, *p.* 190.)

The wheat harvest of 1904-05 has been quite up to the average both in quantity and quality; and there has been an exceptional demand for hard red and yellow wheats which may be attributed to the partial failure of such crops in Southern Europe.

The soft wheats of Upper India and the Central Provinces that had hitherto been largely exported through the natural out-lets on the Western Coast, were during 1905 diverted to a considerable extent to Calcutta owing to the reduced Railway rates towards that port, and also to freight competition between various steamship Companies.

A press *communique* issued by the Bombay Government on the 24th January 1906, stated that the rainfall of the season 1905-06 had been much below the average over the greater part of the Bombay Presidency. In consequence the

Deccan and Karnatak outturn of kharif has nowhere been normal, and in most parts crop either failed or was generally poor. Cultivated rabi area in Deccan and Karnatak much below normal. In Sind, Gujarat and Konkan rabi crops are generally in good condition and outturn will probably be normal or little less, but frost has done a little damage in Panch Mahals and Baroda

Increase in prices of staple grains generally maintained at from 20 to 50 per cent. over normal in Deccan and Karnatak, considerable increase in Gujarat, still approximate to normal in Konkan. Famine declared at Bijapur and Belgaum.

The affected area comprises the greater parts of Bijapur, Ahmednagar and Sholapur and parts of Belgaum, Dharwar, Poona, Satara and Nasik. In these tracts the crops of 1904-05 were generally poor, and the yield of kharif dry crops in the present season is expected to average from one-sixth to half the normal, and that of rabi from nil to one-sixth. The areas sown are much below the average of a normal year. In the Bijapur District, for which approximate figures are available, out of a total cultivable area of 3,165,000 acres 1,815,000 remain fallow against 418,000 in 1904-05 and 363,000 in 1903-04. The Krishna and Ghatprabha rivers which pass through Eastern Karnatak never overflowed their banks during the present season, as has generally happened owing to heavy rain at some period even in years of deficient rainfall, and the affected area has thus been deprived of what was a great help in the famine years 1899-1902. On the other hand the Punjab wheat crop promises to be unusually good.

The following figures show the total acreage and outturn of wheat in each official year from 1884-85 to 1904-05 :—

TABLE I.

Year.	Acres.	Outturn in tons.
1884-85	27,820,000	8,013,000
1885-86	27,393,000	7,739,000
1886-87	26,735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6,876,000
1891-92	27,032,772	6,093,741
1892-93	27,759,158	7,649,105
1893-94	28,716,735	7,268,982
1894-95	28,421,851	6,998,930
1895-96	24,071,320	5,380,342
1896-97	20,579,727	5,363,289
1897-98	24,537,775	7,208,384
1898-99	25,370,078	6,837,674
1899-1900	18,687,782	5,357,142
1900-01	23,864,550	7,093,529
1901-02	23,446,161	6,090,524
1902-03	23,433,177	7,971,446
1903-04	28,413,743	9,641,145
1904-05*	28,166,706	7,533,841

* *Note.*—The figures for 1904-05 are subject to revision.

The following statement will show the fluctuations in the total exports of wheat from India to Foreign Countries during the last 16 years :—

Worst Years.			Best Years.		
	Tons.	Rs.		Tons.	Rs.
1893-94 ...	607,800	5,19,39,000	1881-82 ...	993,150	86,0,41,000
1894-95 ...	344,400	2,56,53,000	1883-84 ...	1,047,800	8 87,76,000
1895-96 ...	500,150	3,91,39,000	1885-86 ...	1,053,000	8,00,23,000
1896-97 ...	95,550	83,64,000	1886-87 ...	1,113,150	8,62,59,000
1897-98 ...	119,650	1,34,11,000	1891-92 ...	1,515,150	14,38,05,000
1899-1900 ...	485,200	3,90,95,000	1898-99 ...	976,000	9,71,97,000
1900-01 ...	2,590	3,01,000	1903-04 ...	1,295,550	11,08,89,000
1901-02 ...	366,100	3,25,59,000	1904-05 ...	2,150,200	17,90,76,000

WHEAT.

Share of each Province of Area and Yield for 1903-04 and 1904-05.

TABLE II.

Provinces.	Area.				Yield.			
	Average of 5 years anterior to 1896-97.	Average of 6 years anterior to 1902-03.	Of last year's crop, 1903-04 (rectified).	Of current year's crop, 1904-05.	Average of 5 years anterior to 1896-97.	Average of 6 years anterior to 1902-03.	Of last year's crop 1903-04 (rectified)	Of current year's crop, 1904-05.
	Acres.	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.	Tons.
Bombay (including Native States)	2,428,701	1,670,653	2,174,076	2,115,345	608,365	371,704	560,279	345,404
Central Provinces	3,638,960	2,159,263	2,921,161	3,069,111	593,462	424,577	751,388	760,647
Berar	887,470	291,619	452,663	427,333	145,332	30,611	70,052	33,205
Rajputana	1,511,403	914,742	1,125,277	1,023,773	373,148	205,204	297,162	188,981
Central India	1,799,978	1,322,922	1,956,069	2,171,019	386,954	220,435	523,865	472,658
Sind	527,363	457,683	586,895	510,925	153,809	112,542	202,171	123,730
Hyderabad	1,446,969	744,693	1,134,769	1,136,642	91,506	22,415	100,535	89,662
Total of Provinces supplying Bombay	12,234,843	7,561,574	10,350,910	10,444,148	2,303,576	1,387,188	2,505,442	2,069,287
Punjab, including N.-W. Frontier Provinces ...	7,311,460	7,580,638	8,759,762	8,594,279	2,072,967	2,163,035	3,377,355	3,122,990
United Provinces of Agra and Oudh	6,199,032	6,120,090	7,788,753	7,667,453	1,861,094	2,362,426	3,230,018	1,897,017
Bengal	1,432,980	1,491,833	1,508,600	1,455,500	441,380	512,117	527,800	444,100
Mysore	2,951	3,548	5,718	5,326	202	324	630	447
GRAND TOTAL ...	27,180,366	22,757,673	28,413,743	28,166,706	6,678,319	6,325,090	9,641,145	7,533,841

WHEAT AREA AND YIELD.

PERCENTAGE INCREASE AND DECREASE.

(Figures for the 5 years anterior to 1896-97 taken as 100.)

TABLE III.

Period.	Area.			Yield.		
	Bombay proper.	Provinces supplying Bombay.	All India.	Bombay proper.	Provinces supplying Bombay.	All India.
5 years before shortage	100 00	100·00	100·00	100 00	100·00	100·00
6 years of shortage	67·78	61·80	83·72	61·09	60·24	94·61
Year 1903-04* ...	89·51	84·60	104 53	92·09	108·81	144·36
Year 1904-05 ...	87·09	85·36	103·62	56·77	89·86	112 81

* Rectified.

The following is a note of the yield per acre in the various periods and Provinces :—

Provinces.	Average of 5 years anterior to 1896-97.	Average of 6 years anterior to 1902-03.	Year* 1903-04.	Year 1904-05.
Bombay Proper ..	0·250	0·223	0·257	0·163
Provinces Supplying Bombay	0·188	0·183	0·242	0·198
All India	0·246	0·278	0·339	0·267

* Rectified.

The course of Retail Prices of Wheat as given in the *Gazette of India*, has been recorded in the reports for the last three years, and is here brought up to date :—

SEERS (OF 80 TOLAS) TO THE RUPEE.

	Punjab.	United Provinces.	Central Provinces.	Bombay.
March 1894	23·88	16·19	18·06	13·12
„ 1895	21·62	15·19	14·56	14·56
„ 1896	14·25	12·25	13·88	13·37
„ 1897	8·25	8·88	0·9	7·75
„ 1898	14·37	12·94	11·19	9·56
„ 1899	17·5	17·19	15·0	12·94
„ 1900	11·81	12·31	9·44	7·62
„ 1901	11·23	10·5	8·87	8·18
„ 1902	15·56	14·31	12·75	9·19
„ 1903	15·01	14·75	13·82	10·85
„ 1904	16·85	15·67	14·76	13·24
„ 1905	15·30	12·95	14·32	12·34
April „	15·37	12·77	14·50	12·27

EXPORTS.

The table below shows the Exports of Wheat from India to Europe in thousands of tons :—

From	1905	1904	1903	1902	1901	1900	1899	1898	1897	1896	Average. 1896 to 1901	Average. 1891 to 1895
Bombay ...	210	265	139	10	2	...	145	289	...	71	84	318
Karachi ...	925	1,223	776	468	258	...	384	442	49	51	187	336
Calcutta ...	166	434	189	36	1	...	128	165	...	4	50	103
Total...	1,301	1,923	1,104	514	261	...	595	896	49	126	321	757

IMPORTS.

The Imports of Wheat into India by sea from Foreign Countries during the official year 1904-05 amounted to only 6½ tons.

COTTON.

Receipts.—The total arrivals of cotton into Bombay during the season ending 30th June 1905 were, as will be seen from the annexed details, 2,609,000 bales, or an increase of 21·29 per cent. on the previous season, and 150,000 bales in excess of the "record" season of 1902-03.

In the calendar year, the total was 2,840,000 bales, or 24·89 per cent. increase on the year before, and over 300,000 bales more than the previous record. It is interesting to note that during the past ten years the total receipts into Bombay for the season ending 30th June have increased by rather more than one million bales, the comparisons of the principal growths being as under :—

	000's omitted.	
	1904-05.	1894-95.
Oomras	1,502 bales.	513 bales.
Bengals	443 „	235 „
Broach	206 „	105 „
Dhollerahs	109 „	396 „
Comptahs and Dharwars...	155 „	207 „

This increase is all the more remarkable, when it is borne in mind that, owing to a scant and unseasonable rainfall, the receipts from the Dhollerah districts were only 109,000 bales last year as against 397,000 bales ten years ago.

The season's yield eventually proved considerably larger than at one time seemed probable, and considering how short the rainfall was in many districts, the outturn must be considered very satisfactory, with the exception of Dhollerah descriptions, supplies of which, as mentioned above, were seriously curtailed by the absence of late rains.

Oomra descriptions account for 1,502,000 bales of the total receipts, and were 365,000 bales in excess of the previous season and above the "record" yield of 1902-03 by 76,000 bales as against an average for the previous ten years of only 908,000 bales.

Broach descriptions which, early in the season, owing to short rainfall, was expected to fall behind last season's figures eventually (thanks to seasonable dews at time of picking) proved to be practically as large as last season's crop.

The arrivals from the districts producing

Bengal descriptions, though over last season and well above the average, fell short of the previous record by 44,000 bales.

The **Sindh** returns, on the other hand, beat the previous record, 92,000 bales having been received against only 53,000 bales the season before, and an average of 38,000 bales.

Other Sorts.—Thanks to an import of over 50,000 bales (of 3½ cwts.) of American cotton, and to the fact that over 10,000 bales of East Indian cotton were re-imported from Europe, show an increase of 63,000 bales over last season, while for the calendar year the figures were 70,000 bales against 14,000 bales.

For the purpose of comparison the arrivals of each growth are shown in the annexed table in thousands of bales in each of the past four seasons and four calendar years, and the average of the decades in the same periods is also included.

These figures show an increase in the total receipts during the season of 42·49 % and an increase of 53·59% for the calendar year compared with the average of previous ten years.

Receipts of Cotton into Bombay of each growth.
(000's omitted.)

Growths.	Seasons 1st July to 30th June				Average 1893-94 to 1902-03.	Calendar years.				Average 1894 to 1903.
	1904-05.	1903-04.	1902-03.	1901-02.		1905.	1904.	1903.	1902.	
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Khandeish	297	364	465	324	317	403	293	528	288	323
Central India	141					153				
Barsee and Nugger ..	127	133	148	227	117	149	116	166	202	120
Berar	656	640	813	702	474	617	734	792	683	483
Central Provinces ..	381					375				
Total Oomras..	1,602	1,137	1,426	1,253	908	1,697	1,143	1,486	1,173	926
Dhollera	109	317	196	65	250	104	322	210	48	247
Broach	206	209	181	96	131	208	209	182	95	131
Compta and Dharwar.	155	187	110	129	128	144	200	139	129	127
Westerns	32	26	26	25	26	26	32	25	33	24
Bengal. N.-W. Provinces.	356	217	452	488	329	409	295	395	511	333
Bengal. Rajputana...	68					104				
Sind	92	53	50	64	38	75	57	69	55	40
Persian	3	2	4	9	7	3	2	2	16	7
Other sorts	66	3	9	13	14	70	14	5	11	14
Total..	2,609	2,151	2,454	2,142	1,831	2,840	2,274	2,513	2,065	1,849

Exports.—It may seem surprising when first glancing at the export returns to find that, notwithstanding that the arrivals into Bombay beat all previous records, the shipments show a falling off compared with the last three seasons, and are only about 300,000 bales in excess of the average of the previous ten years. It must not, however, be forgotten that 1904-05 produced an enormous American crop, the season's figures being close on 14,000,000 bales, and as a natural result prices fell considerably, Mid-Uplands being at one time quoted on spot in the Liverpool Market as low as $3\frac{63}{100}d.$ per lb., and January-February futures at $3\frac{51}{100}d.$ With such low prices ruling and such large supplies of Americans available for export, the demand for Surats from spinners in Europe, naturally fell off, and the shipments from Bombay to Europe were consequently much reduced, being only 384,000 bales for

the season as against 1,036,000 bales in the same time during 1903-04. The returns for the calendar year do not, however, compare so unfavourably with the previous year, being 667,000 bales as against 926,000 bales in 1905, and an average of 602,000 bales. This is, no doubt, due to the fact that owing to the recovery in the price of Americans later on in the season, the demands for Surats improved considerably, and a very large business was done during the monsoon months. The shipments to Europe during the latter half of the year were actually larger than during the first six months. While shipments to Europe show a serious falling off, it is curious to note that the returns for the further East show a very large increase compared with the two previous seasons and the average. This is all the more noticeable when it is remembered that Japan imported 325,000 bales of American cotton last season against only 47,000 bales in 1903-04, and 160,000 bales in 1901-02 which was a record. The total exports for the season to China and Japan were 636,000 bales or 30% of the total; the Continent received 17·17%, say, 364,000 bales; Calcutta and Coast Ports 28,000 bales or 1·32 per cent., and under 1 per cent. of the season's exports went to the United Kingdom.

The following figures show the Total Exports and Mill Consumption for the past four seasons, calendar years, and the average of the previous ten years, and on analysing the returns it will be seen that out of the total arrivals into Bombay during the season ending 30th June, the distribution, compared with previous years, was as follows :—

Europe shows a decrease of 62·93 per cent. for the season and one of 27·97 per cent. for the calendar year, while to Japan the increase was 57·03 per cent. and 87·54 per cent. respectively. The total exports to all ports declined 28·17 per cent. for the year ending June 30th, but only 3·64 per

cent. for the calendar year, and when compared with the average of the previous ten years, the figures show an **increase** of 6·17 per cent. and 29·50 per cent.

(*Exports of Cotton and Mill Consumption.*)

(000's omitted.)

To—	Years ending 30th June				Average 1893-94 to 1902-03.	Years ending 31st Dec.				Average 1894 to 1903.
	1904-05.	1903-04.	1902-03.	1901-02.		1905.	1904.	1903.	1902.	
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales	Bales.	Bales.
Great Britain	20	95	75	9	36	26	94	75	15	35
Continent	364	241	846	516	566	641	832	883	563	567
Total Europe ..	384	1,036	921	525	602	667	926	958	578	602
China and Japan ..	636	405	337	720	354	602	321	555	502	380
Calcutta and Coast Ports	28	18	12	12	31	39	15	14	12	28
Total Eastwards..	664	423	349	732	385	641	336	569	514	408
Total Exports	1,048	1 459	1,270	1,257	987	1,308	1,262	1,527	1 092	1,010
Mill Consumption ..	1,072	973	986	987	828	*1,072	*973	*986	*987	*828
Grand Total ..	2,120	2,432	2,256	2,244	1,815	2,380	2,235	2,513	2,079	1,838

* Years ending 30th June.

Distribution of receipts.

Exports to United Kingdom ...	0·943	per cent.
„ „ Continent	17·170	„
„ „ China and Japan ...	30·000	„
„ „ Calcutta and Coast ...	1·321	„
Total Exports	49·434	„
Mill Consumption	50·566	„
	100·000	

The subjoined table gives in detail the ports in Europe to which the 667,323 bales were exported during the calendar year.

Hamburg heads the list with 123,874 bales followed by Trieste with 119,461 bales and Antwerp with 117,632 bales,

while Liverpool only took 25,972 bales or about 52·000 bales less than in 1904.

Actual Clearance of Cotton from Bombay to different Ports in Europe during the Years 1904 *and* 1905.

To	1905.			1904.			Increase or Decrease.	Percentage.
	6 months ending 30th June.	6 months ending 31st December.	Total for 12 months.	6 months ending 30th June.	6 months ending 31st December.	Total for 12 months.		
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool ..	12,770	13,122	25,892	72,004	6,301	78,305	– 52,413	66·93
London	....	284	284	3,661	721	4,382	– 4,098	93·51
Hull	251	....	251	6,806	....	6,806	– 6,555	96·31
Manchester ..	3	....	3	4,670	....	4,670	– 4,667	99·93
Marseilles	1,141	1,381	2,825	4,367	215	4,582	– 1,757	38·34
Havre	10,248	11,950	22,198	41,461	2,004	43,465	– 21,267	48·93
Dunkirk	20,382	23,852	50,234	64,717	2,019	66,736	– 16,502	24·72
Antwerp	47,105	70,527	117,632	134,105	7,458	141,563	– 23,931	16·90
Ghent	440	220	660	350	50	400	+ 260	65·00
Bremen	2,337	3,953	6,290	25,890	716	26,606	– 20,316	76·35
Hamburg	54,295	69,579	123,874	135,630	6,175	141,805	– 17,931	12·64
Barcelona	13,572	12,959	26,531	51,012	3,858	54,870	– 28,038	51·10
Gijon	....	112	112	....	....	....	+ 112	..
Genoa	50,766	40,166	90,932	87,966	11,457	99,423	– 8,491	8·54
Naples	5,709	531	6,231	4,970	1,610	6,550	– 319	4·87
Venice	24,567	30,663	55,230	50,499	8,107	58,606	– 3,376	5·76
Leghorn	400	799	1,199	1,455	100	1,555	– 356	22·89
Catania	2,170	1,400	3,570	1,400	500	1,900	+ 1,670	87·89
Trieste	58,225	61,236	119,461	127,870	17,424	145,294	– 25,773	17·74
Fiume	2,978	7,124	10,102	13,953	770	14,623	– 4,521	30·91
Odessa	....	....	....	18,816	....	18,616	– 18,616	..
Riga	....	....	....	1,000	....	1,000	– 1,000	..
Revel	....	600	600	....	..	....	+ 600	..
Gothenburg ..	200	2,000	2,200	1,125	211	1,636	+ 564	34·47
Malmo	....	....	....	300	....	300	– 300	..
Norrkoping ..	....	300	300	110	100	210	+ 90	42·85
Christiania ..	56	....	56	....	....	....	+ 56	..
Bergen	56	....	56	....	....	....	+ 56	..
Constantinople ..	300	....	300	2,152	....	2,152	– 1,852	86·05
Total..	314,565	352,758	667,323	856,209	69,786	925,995	*268,672	–27·93

* = Net Decrease.

Mill Consumption.—The revival in the Bombay Mill Industry is a gratifying feature of the year's (cotton) returns and the local consumption has, as was expected, topped all previous figures. The total consumed by the Bombay Mills for the year ending 30th June was, according to the Mill-owners' returns, 1,072,000 bales, but seeing that the increase in the number of working mills and the longer hours did not commence until well on in the season, it is quite probable that the consumption for the calendar year, if the figures were available, would show a considerable increase over the official figures which are only brought up to 30th June.

Stocks.—An increase of over 450,000 bales in receipts and a falling off in exports, compared with last season and an increase of only 100,000 bales in the mill consumption up to the end of June, naturally resulted in much larger stocks than usual being carried over into the monsoon, and it was estimated that on the 30th June the stock in all hands in Bombay was about 850,000 bales. These were, however, considerably reduced later in the year by shipments to Europe, which, as already pointed out, were exceptionally heavy, and by the beginning of the new season the stocks had been reduced to about 525,000 bales in all hands.

REFERENCES.

Standard Percentage of Moisture for Cotton Yarns.

The Chamber received a communication in August 1905 from the Holywell Company, Ld., Flint, enquiring as to the percentage of moisture that was recognized as the standard for cotton yarns shipped to tropical countries. They stated that cotton yarn, according to the Manchester Chamber of Commerce, was supposed to be in correct condition, as regards moisture, when it contained 7·834 per cent. water, and desired to know whether this percentage of moisture was recognized in India.

The Committee replied informing them that on the rare occasions on which yarn had been tested at the Bombay Custom House, an allowance of 8·5 per cent. had been made for moisture. That the "stove test" as used in England had been adopted in India. By that means the yarn was reduced to an

absolutely dry condition, and 8·5 per cent. was added to give the weight of the yarn when holding a normal amount of moisture. The figure so obtained was taken as the actual weight of the yarn for the purpose of determining whether it was of full or short weight. The allowance for moisture was therefore identical in Bombay and Manchester.

LIABILITY OF SHIPS FOR DAMAGE TO GOODS.

In May 1905 the Accountant-General enquired of the Chamber regarding the liability of a ship for damage to cases containing stores shipped from Europe, when the contents of the case are found damaged.

The Committee replied that as regards general merchandise it was not usual to claim on the ships if the case containing the goods was landed broken, but that special clauses in a Bill of Lading might render such a claim valid.

MOHAIR CLOTH.

The Bombay Custom House enquired of the Chamber whether the expression "Pure Mohair" as applied to cloth, consisting of cotton and mohair mixed (cotton forming the warp and mohair wool the weft), indicated that the mohair in the weft is not adulterated, and whether this meaning was known and recognized in the trade. The Committee in giving their opinion stated that the expression "Pure Mohair" was not recognized by trade usage as meaning goods made of cotton and mohair wool. Experience showed that all such cloths were most carefully invoiced as of cotton and wool, and therefore the use of the term "Pure Mohair" was not considered justifiable.

IMPORTS OF COAL INTO BOMBAY BY SEA AND RAIL.

The following Return of the Imports of Coal into Bombay by Sea and Rail in the years 1899 to 1905, is printed for the information of members :—

From	1899.	1900.	1901.	1902.	1903.	1904.	1905.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe by Sea	304,887	58,631	82,434	176,500	168,780	149,243	121,374
Australia „ „	6,745	..	1,390	5,141	15,943	18,347	6,359
Japan „ „	75,387	23,936	56,565	7,421	11,022	24,834	28,302
Calcutta „ „	343,297	591,947	741,474	464,973	660,654	593,464	772,548
Total by Sea	730,316	674,564	881,863	653,035	856,799	785,908	928,483
„ „ Rail	41,196	74,126	33,015	22,984	6,160	2,151	* ..
Grand Total ..	771,512	748,990	914,878	676,019	862,959	788,059	* ..

* Imports by Rail for the year 1905 are not available, as Government have discontinued publishing Quarterly Rail-Borne Trade Returns.

WEATHER WORKING DAYS.

The following decisions were given by the Committee during the year 1905, as regards working and non-working days for vessels in the Prince's and Victoria Docks :—

Tuesday, 27th June, full working day.
Friday, 30th „ half „ „
Saturday, 1st July, non-working day.
Monday, 3rd „ full „ „
Tuesday, 4th „ „ „ „
Wednesday, 5th „ half „ „
Thursday, 20th „ full „ „
Friday, 21st „ half „ „
Saturday, 22nd „ „ „ „
Monday, 24th „ full „ „
Tuesday, 25th „ „ „ „
Wednesday, 26th „ „ „ „
Thursday, 27th „ „ „ „
Friday, 28th „ „ „ „
Thursday, 17th August, half „ „

Friday,	18th	August,	full	working day.
Thursday,	24th	„	half	„ „
Wednesday,	6th	September,	full	working day.
Thursday,	7th	„	„	„ „
Friday,	8th	„	„	„ „
Saturday,	9th	„	„	„ „
Monday,	27th	November,	half	„ „

It should be borne in mind that the Chamber gives no decisions as to weather working days in Harbour or Stream. References on this matter should be made to the Port Officer.

RAINFALL OF THE CALENDAR YEAR 1905.

(*See Chamber's Report*, 1904, *p.* 203.)

The following table, in which the year is divided into the Meteorological seasons observed by the Meteorological Department, is compiled from the reports issued by that office in order to present in condensed form a definite record of the weather of the past year :—

	Stations.	From 1st Nov. 1904 to 31st May 1905.			From 1st June to 31st Oct. 1905.			From 1st Nov. to 31st Dec. 1905.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Persian Area.	Bushire .	8·95	12·03	−3·08	..	0·06	....	14·5	5·03	−3·58
	„ (30th)	..	..	....	0·00	0·07	−0·07	..	..	..
	Jask ..	3·83	4·29	−0·46	0·00	0·17	−0·17	4·25	1·27	+2·98
	„ (30th)	..	..	....	0·00	0·16	−0·16	..	..	..
	Muscat ..	..	4·01	....	0·01	0·42	−0·41	0·30	0·87	−0·57
	„ (30th)	..	..	....	0·00	0·41	−0·41	0·30	0·86	−0·56
	Aden	..	2·65	....	..	0·32	....	0·03	0·60	−0·56
	„ (30th)	1·86	2·65	−0·79	1·24	0·32	+0·92	0·03	0·57	−0·54

	Stations.	From 1st Nov. 1904 to 31st May 1905.			From 1st June to 31st Oct. 1905.			From 1st Nov. to 31st Dec. 1905.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Punjab and United Provinces.	Lahore ..	3·50	4·56	—1·06	13·30	15·54	—2·24	0·56	0·45	+0·11
	Sirsa ..	2·96	2·78	+0·18	7·45	11·65	—4·20	0·49	0·32	+0·17
	Delhi ..	4·09	4·01	+0·08	9·49	24·08	—14·59	0·00	0·64	—0·64
	Agra ..	4·18	2·17	+2·01	8·44	26·25	—17·81	0·03	0·40	—0·37
	Cawnpore ..	4·31	2·37	+1·94	20·18	33·57	—13·39	0·03	0·61	—0·58
	Allahabad ..	3·31	2·40	+0·91	23·03	34·33	—11·30	0·00	0·49	—0·49
	Jhansi ..	2·12	2·19	—0·07	15·79	36·32	—20·53	0·00	0·37	—0·37
Sind & Rajputana	Jacobabad ..	1·58	1·27	+0·31	0·46	2·51	—2·05	0·18	0·20	—0·02
	Karachi ..	3·31	1·61	+1·70	0·13	6·65	—6·52	0·20	0·20	0·00
	Jeypore ..	2·71	2·06	+0·65	3·66	23·99	—20·33	0·00	0·39	—0·39
	Ajmere ..	1·75	2·04	—0·29	6·11	15·77	—13·66	0·00	0·47	—0·47
Gujarat and Central India.	Deesa ..	0·09	0·76	—0·67	19·62	23·36	—3·74	0·00	0·23	—0·23
	Ahmedabad ..	0·06	0·69	—0·63	32·19	32·55	+9·64	0·05	0·45	—0·40
	Bhuj ..	0·59	0·62	—0·03	6·28	13·90	—7·62	0·00	0·19	—0·19
	Jamnagar ..	0·03	1·15	—1·12	6·70	22·57	—15·87	0·00	0·91	—0·91
	Dwarka ..	0·37	..	..	2·36	..	..	0·00	..	..
	Rajkot ..	0·02	0·72	—0·70	16·93	27·40	—10·47	0·00	0·37	—0·37
	Bhav'gar Para	0·52	0·85	—0·33	11·23	18·89	—7·66	0·00	0·54	—0·54
	Yeraval ..	0·00	0·71	—0·71	6·76	17·53	—10·77	0·00	0·68	—0·68
	Neemuch ..	0·64	1·43	—0·79	16·02	28·64	—12·62	0·00	0·47	—0·47
	Indore ..	0·47	1·62	—1·15	29·28	32·02	—2·74	0·00	0·54	—0·54
Berar and Central Provinces.	Saugor ..	1·20	2·97	— 1·77	24·66	45·60	—20·94	0·06	1·03	—0·97
	Jubbulpore ..	1·51	3·22	— 1·71	42·43	55·89	—13·46	0·05	0·76	—0·71
	Hoshangabad ..	0·78	2·39	— 1·61	48·73	49·49	—0·76	0·00	0·98	—0·98
	Khandwa ..	0·06	1·57	— 1·51	27·69	29·78	—2·09	0·00	0·66	—0·66
	Raipur ..	4·60	3·38	+ 1·22	42·42	47·27	+ 4·85	0·00	0·71	—0·71
	Nagpur ..	2·45	3·78	— 1·33	43·83	45·71	+3·12	0·00	1·29	—1·29
	Amraoti ..	0·50	2·90	— 2·40	24·11	31·73	—7·62	0·00	1·16	—1·16
	Akola ..	0·32	2·85	— 2·53	19·01	31·31	—12·30	0·03	1·29	—1·26
Bombay	Surat ..	0·43	0·43	0·00	19·85	43·60	—23·75	0·02	0·17	—0·15
	Malegaon ..	0·01	1·77	— 1·76	13·19	22·31	—9·12	0·08	0·76	—0·72
	Bombay ..	0·08	1·47	— 1·39	32·54	73·74	—41·20	1·04	0·55	+0·49
	Poona ..	1·69	3·40	— 1·71	23·00	24·49	—1·19	0·40	1·25	—0·85
	Ahmednagar ..	0·04	3·03	— 2·99	13·22	19·39	—6·17	0·44	1·09	—0·65
	Aurangabad ..	0·05	....	....	11·33	..	....	0·14	....	..
	Sholapur ..	0·53	3·41	— 2·88	14·26	27·57	—13·31	0·00	1·62	—1·62
	Ratnagiri ..	0·04	2·19	— 2·15	54·86	105·16	—50·30	1·29	0·47	+0·82
	Bijapur ..	0·52	4·43	— 3·91	11·03	20·15	—9·12	0·05	1·28	—1·23
	Belgaum ..	3·35	6·77	— 2·92	23·94	43·36	—19·42	0·79	1·88	—1·09
	Mormugoa ..	1·16	4·82	— 3·66	64·30	88·61	—24·31	0·24	1·16	—0·92
Malabar Coast and Mysore.	Karwar ..	2·39	6·08	— 3·69	85·63	117·69	— 32·06	0·04	2·15	—2·11
	Mangalore ..	7·79	11·56	— 3·77	130·38	110·38	+20·01	3·36	3·10	+0·26
	Calicut ..	9·06	18·77	— 9·71	93·29	96·34	— 0·05	3·37	5·69	— 2·32
	Cochin ..	14·40	29·05	—14·65	72·61	86·37	—13·76	2·28	7·91	—5·63
	Bangalore ..	6·48	10·00	— 3·52	26·63	25·06	+1·57	1·27	3·81	—2·54
Madras.	Hyderabad Dc.	5·12	4·10	+ 1·02	18·42	27·46	—9·04	0·00	1·65	—1·65
	Masulip'am ..	8·95	9·23	— 0·28	21·06	31·68	—10·62	0·26	7·08	—6·82
	Bellary ..	4·23	5·06	— 0·84	12·75	14·67	—1·92	0·01	2·08	—2·07
	Cuddapah ..	1·22	7·77	— 0·55	23·25	24·98	—1·68	0·42	5·13	—4·71
	Madras ..	7·24	22·36	—15·12	27·63	28·03	—0·40	11·39	20·10	—8·71
	Coimbatore ..	4·58	9·60	— 5·02	14·68	11·30	+3·38	1·35	5·51	—4·16
	Trichinopoly ..	6·35	14·32	— 7·97	12·04	18·22	—6·18	4·62	7·85	—3·23
	Negapatam ..	22·09	33·42	—11·33	18·74	22·14	—3·40	9·98	28·78	—18·80
Ceylon ..	Colombo ..	32·39	52·99	—20·10	31·80	36·58	—4·78	5·60	19·92	—14·32

Statement showing the Total Measurement of Bales and Miscellaneous Packages with Receipts for the year 1905.

Year.	Nett Bales Certified.		Nett Miscellaneous Articles.		Nett Round Logs.		Extra Fees.		Nett Totals.	
	Number of Bales.	Nett Fees.	Number of Packages.	Nett Fees.	Number of Logs.	Nett Fees.	Articles Certified.	Amount.	Packages.	Nett Fees.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1905..	2,300,508	35,945 7 0	234,051	15,200 8 0	40	20 0 0	..	894 4 6	2,534,599	52,060 3 6

APPENDIX A.

BOMBAY CHAMBER OF COMMERCE.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1905.

By RECEIPTS.	Amount. Rs. A. P.	Rs. A. P.	To EXPENDITURE.	Amount. Rs. A. P.	Rs. A. P.
Balance on 31st December 1904		62,351 11 6			
Subscriptions	15,573 12 0		Office rent	2,940 0 0	
Publications	20,102 9 9		Printing—		
Measurement Fee Account.			Annual Report, 1904, and other Miscellaneous Papers	4,353 7 0	
Measurement Fee Receipts.... Rs. 53,255 12 0			Advertisements	553 8 0	
Less—Salaries to Measurers, Sepoys, etc. Rs. 21,427 0 9 —Contribution to the Chamber's Establishment. 10,000 0 0	31,427 0 9		Newspapers and Books	1,252 0 0	
	21,828 11 3		Office Salaries (Chamber's Head Office and Statistical Department, Millowners' and Cotton Trade Associations), Postage and Receipt Stamps, Petty Charges, &c.	35,866 14 1	
Interest on Fixed Deposits	2,090 0 0		Telegrams, Stationery, and cost of Weather and Crop Reports	3,049 5 11	
Miscellaneous Receipts for copies of Tonnage Scale, &c.	306 5 8		Printing Daily and Weekly Trade Returns, Manifests and other Statistics, and Contributions to the G. I. P. and B. B. & C. I. Railways	19,311 14 0	
Contribution from the Measurement Fee Account to Chamber's Establishment	10,000 0 0		Auditors' Fee for the year ending 31st December 1905	100 0 0	
Contribution from the Bombay Cotton Trade Association, Ld	5,000 0 0		Telephone Rent from 1st March 1905 to 28th February 1906	200 0 0	
Contribution from the Bombay Millowners' Association	7,200 0 0		Law charges	150 0 0	
Balance of Receipts over Expenditure on Arbitration Fees	315 0 0		Share of cost of testimonial presented to Mr. W. Parsons, Secretary, Bengal Chamber	150 0 0	
		82,416 6 8			68,127 1 0

				Funds of the Chamber as under :—				
				Fixed deposit receipt of the National Bank of India, Limited, for 1 year at 4 per cent.	6,000	0	0	
				Do. Mercantile Bank of India, Ld., for 12 months at 4 per cent.	12,500	0	0	
				Do. Chartered Bank for 12 months at 4 per cent.	10,000	0	0	
				Do. Hongkong and Shanghai Banking Corporation for 1 year at 4 per cent.	32,000	0	0	
				Do. Yokohama Specie Bank, Ld., for 1 year at 4 per cent.	10,000	0	0	
				Bank of Bombay Current Deposit Accounts ..	7,218	5	10	
				Cash in hand	532	18	0	
				Amount outstanding from the Bombay Cotton Trade Association, Ld. &c.	930	14	4	
					79,182	1	2	
				Less—Cost of Weather Report and Auditor's fee unpaid.....	2,041	0	0	
				Net Balance to carry forward				77,141 1 2
Total ..		1,45,268	2 2	Total Rs.	....			1,45,268 2 2

Examined and found correct.

A. F. FERGUSON & Co.,

Chartered Accountants.

BOMBAY, 19*th February* 1906.

APPENDIX B-1.

PAPER CURRENCY.

No. 182 of 1905.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 16th January 1905.

From G. F. KEATINGE, Esq., I.C.S.,
UNDER SECRETARY TO THE GOVERNMENT OF BOMBAY,

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith a copy of a Bill to consolidate and amend the law relating to the Government Paper Currency, with Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill not later than 1st February 1905.—I have, etc.,

G. F. KEATINGE, Under Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 25th January 1905.

The UNDER SECRETARY to the GOVERNMENT of BOMBAY,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 182, dated 16th January, 1905, and of the copy of a Bill to consolidate and amend the law relating to the Government Paper Currency, with Statement of Objects and Reasons.

2. I am to say that the documents have been very carefully considered by the Committee, who approve both of the objects of the Bill and of the new provisions introduced.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX E-2.

CURRENCY MATTERS.

BRONZE AND NICKEL COINAGE.

No. 2629 OF 1905.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 5th August 1905.

From G. F. KEATINGE, ESQ., I.C.S.,

UNDER SECRETARY to the GOVERNMENT of BOMBAY,

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith a copy of a Bill to consolidate and amend the law relating to Coinage and the Mint with Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill not later than 9th September 1905.—I have, etc.,

R. B. VAKIL,
for Under Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 6th September 1905.

The SECRETARY to GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge receipt of your letter No. 2629 of the 5th August 1905, together with a copy of the Bill to consolidate and amend the law relating to Coinage and the Mint, and in reply I am to submit the following opinions on those Sections of the Bill which appear to call for comment :—

2. *Coinage.*—It is noted that no provision is made for the coinage of gold in pieces, suitable for circulation in this country.

3. *Clause* 10.—As the design of the present coinage is disappointing, the Committee take this opportunity of suggesting that in any issue of coin of a new denomination, a more effective and clearer design be substituted, and that it would not only be politic, but

actually more appreciated by our native fellow subjects were the cast of the Emperor's head to wear a crown in all denominations of Indian coin.

4. *Clause* 12, *Section* 1.—Experience has proved that large payments cannot easily be effected in half-rupees. Instances have been brought to the notice of the Chamber where Banks and Mercantile Firms have been obliged to substitute rupees for half-rupees at considerable inconvenience and expense to themselves, as native sellers of produce have positively declined to receive more than an insignificant percentage of the latter. The Committee are therefore of opinion that the half-rupee should be declared legal tender to a reasonable amount only, and not be placed on an equal footing in this respect with the rupee.

5. *Section* 2.—As regards the quarter-rupee and eighth of a rupee, it is believed advisable that they should be legal tender for more than a rupee. A suitable limit would perhaps be Rs. 5 for the quarter, and Rs. 2-8 for the one-eighth rupee.

6. *Clause* 17, *Section* 2 (*a*) *and* (*b*).—It is not clear how a coin defaced for the purpose of converting it into an ornament is to be distinguished from a coin clipped or filed or defaced otherwise than for such purpose. It appears to my Committee that as regards coins issued under authority, Government should do all in their power to withdraw them when defaced from circulation, and that the holder should not be called on to bear more than the actual loss and the cost of re-coinage. A penalty of a stringent nature must tend to keep such coins in circulation which is undesirable.

7. As a general principle, however, the Committee are of opinion that the burden of maintaining the coinage of the country at its full weight and value should be borne by Government; and that all light coin should be permanently withdrawn from circulation by all receiving treasuries and never issued again. In view of the large profit realised on the mintage of new coin, it is considered that the loss of weight in old coins consequent on prolonged use should be a legitimate charge on the Government of the country.

8. *Clauses* 17 *and* 18.—It is noted that no definite percentage has been fixed as regards the shortage of weight. The Hon'ble Member in moving the Bill stated that "in 1899 Government issued a Notification declaring that they would receive rupees which were

short weight by not more than 6¼ per cent. (and had not been tampered with) at their face value, and also that they would receive rupees which were short by more than 6¼ per cent. but not more than 25 per cent. at reduced rates ranging from 14 annas to 12 annas to the rupee. Under the Act, as it stood, Government had no express authority to do this.....We therefore propose to modify the provisions of the existing law so as to conform to the practice which experience has shown to be appropriate. This is done in Clause 17 of the present Bill. We do not in this clause fix the actual percentages corresponding to the 6¼ per cent. and 25 per cent. to which I have referred, but we take power to determine them by rules, subject always to the legal remedy."

9. With reference to the above, the Committee consider that as regards the percentage at which short weight coins (that have not been tampered with) should be received at their face value, there should be no reduction below the present customary 6¼ per cent.—I have, etc.,

C. H. ARMSTRONG, Chairman.
J. B. LESLIE-ROGERS, Secretary.

APPENDIX C.—1.

INCOME TAX—DOUBLE TAXATION.

No. 94 of 1905.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 10th January 1905.

From G. F. KEATINGE, ESQ., I.C.S.,

UNDER-SECRETARY to the GOVERNMENT of Bombay;

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, copies of the letter from the Government of India, No. 7932-S.R., dated 16th December 1904, and of its accompaniments, regarding the liability to English income tax of premiums on

life insurance policies or contracts for deferred annuities effected in or with Insurance Companies legally established in any British possession.—I have, &c.,

G. F. KEATINGE, Under-Secy. to Govt.

No. 7932-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE.

From J. CAMPBELL, Esq.,

UNDER-SECRETARY to the GOVERNMENT OF INDIA,

To ALL LOCAL GOVERNMENTS AND ADMINISTRATIONS.

CALCUTTA, the 16th December 1904.

SIR,—I am directed to forward a copy of a despatch, and of its enclosures, received from the Secretary of State for India, No. 150 (Financial), dated the 4th November 1904, regarding the liability to English income tax of premiums on life insurance policies or contracts for deferred annuities effected in or with Insurance Companies legally established in any British possession. I am to request that copies of the papers may be communicated to all Insurance Companies, and to the Chambers of Commerce within the territories administered by His Excellency the Governor in Council / His Honour the Lieutenant Governor / you.—I have, etc.,

J. CAMPBELL, Under-Secy. to the Govt. of India.

INDIA OFFICE, LONDON,
4th November 1904.

FINANCIAL No. 150.

TO HIS EXCELLENCY THE RIGHT HONOURABLE THE GOVERNOR-GENERAL OF INDIA IN COUNCIL.

MY LORD,—With reference to the correspondence ending with Lord Cross's (Financial) Despatch No. 94 of 30th April 1891, regarding the liability to English income tax of premiums paid to Indian Insurance Companies by policy holders residing in the United Kingdom, I desire to draw your

Remission of income tax on premiums on insurance policies, etc., effected with companies legally established in any British possession.

Excellency's attention to Section 9 of the Finance Act of 1904 (4 Edw. 7. ch. 7) by which Section 54 of the Income Tax Act of 1853, granting relief in respect of premiums on life insurances or contracts for deferred annuities, is made applicable to such insurances or contracts effected in or with any insurance company legally established in any British possession.

2. From the accompanying correspondence* with the Board of Inland Revenue you will observe that before deciding as to the applicability of the above provisions to any Insurance Company whose policy holders have not hitherto been recognised by them as entitled to exemption from tax, the Board required to satisfy themselves by inspection of the Company's Forms of Policy, Prospectus, Forms of Receipt, Tables, etc., that the company is "legally established in a British Possession" within the meaning of Section 9 of the Finance Act of 1904, and that allowance of income tax on premiums paid to it may properly be made.

* To Inland Revenue, dated 7th September 1904.
From ditto, dated 10th October 1904.

3. As the matter is of some importance to the holders of policies in Indian Insurance Companies residing in this country, and to the Companies themselves, your Government may perhaps think it desirable to take steps to bring to the notice of such bodies the provisions of the Finance Act of 1904, and the procedure to be followed by them in order to enable holders of their policies or contracts for deferred annuities to claim the benefits of those provisions.

4. I shall be glad to be informed in due course of any action which you may have decided to take in the matter.—I have, etc.

ST. JOHN BRODRICK.

Enclosure No. 1.

India Office to Inland Revenue.

A. G. 26,141 and 26,130.

INDIA OFFICE,
7th September 1904.

SIR,—With reference to my letter of the 25th ultimo, and to the list, received to-day, of Life Assurance Companies, etc., in the United Kingdom in respect of whose policies an allowance of income

tax is authorised, I am directed to enquire whether it is to be understood that such allowance is not authorized in respect of the policies of any other similar institutions, whether "legally established in any British Possession" or not.

A further letter and enclosure on this point, which have to-day been received from Mr. J. Partridge, referring especially to the Bombay Mutual Life Assurance Society, are forwarded herewith, and their return is requested.—I have, etc.

J. HEWISH.

The Secretary,
Inland Revenue, Somerset House.

Enclosure No. 2.
Inland Revenue to India Office.
No. R. 21,646 T./1904.

SOMERSET HOUSE, LONDON, W.C.,
10th October 1904.

SIR,—In reply to Mr. Hewish's letter of the 7th ultimo (Numbers A. G. 26,141 and 26,130) on the subject of the allowance of income tax in respect of life insurance premiums paid to certain insurance companies, I am directed by the Board of Inland Revenue to acquaint you, for the information of the Secretary of State for India, that it is open to an insured person to claim allowance of income tax in respect of premiums paid to companies whose names have not been placed upon the official list composed in this Department, but which, as the result of enquiries instituted by the Board, may eventually be placed upon it.

The official list is not conclusive of all the names of insurance companies in respect of whose premiums an allowance of income tax may be claimed: it is composed rather as a matter of official convenience and for purposes of reference, and it is merely designed to show that all the companies included therein have formed the subject of enquiry regarding their forms of policy, prospectus, forms of receipt, tables, etc., and that the result of such enquiry has satisfied the Board that allowance may properly be made in ordinary circumstances in respect of their premiums.

Before a claim in respect of premiums paid to a Colonial insurance company, whose premiums have not been the subject matter of any other previous claim is admitted, and before the name of such Colonial company can be placed on the official list kept at this

Office, enquiries of a nature similar to those above-mentioned respecting an English company, require to be made, and it is also necessary to ascertain whether such company is "legally established in a British Possession" within the meaning of Section 9 of the Finance Act, 1904.

As regards the Bombay Mutual Life Assurance Society, which was the subject of special reference in the letter under reply, I am to state that if the forms of policy and receipt used by that Society, together with its prospectus and tables, are submitted to the Board for consideration, they will enter into the question whether life insurance premiums paid thereto are admissible deductions for purposes of the income tax.—I am, etc.,

E. E. STOODLEY, Secretary.

The Under-Secy. of State for India.

Extract Section 9 of the Finance Act, 1904 (4 Edw. 7, ch. 7).

Relief from income tax on insurances with colonial companies, 16 & 17 Vict., 34.

9. Section fifty-four of the Income Tax Act, 1853 (under which relief is granted in respect of premiums on life insurances or contracts for deferred annuities), shall apply in relation to life insurances or contracts for deferred annuities effected in or with any insurance company legally established in any British possession as it applies in relation to life insurances or contracts in or with the insurance companies mentioned in that section.

Extract Section 54 of the Income Tax Act, 1853 (16 and 17 Vict., Chap. 34.)

Persons who have made Insurance or contracted for a Deferred Annuity on the Lives of themselves or Wives to be allowed an Abatement of Duty in respect of the annual Premiums made.

LIV. Any Person who shall have made Insurance on his Life or on the Life of his Wife, or shall have contracted for any Deferred Annuity on his own Life or on the Life of his Wife, in or with any Insurance Company which shall become registered under any Act to be passed in the present Session of Parliament for that Purpose, and which shall comply with the Requirements of such Act, and any person who shall under any Act of Parliament be liable to the Payment of an annual Sum, or to have an annual Sum deducted from his Salary or Stipend, in order to secure a Deferred Annuity to his Widow or a Provision to

his Children after his Death, shall be entitled to deduct the Amount of the annual Premium paid by him for such Insurance or Contract, or the annual Sum paid by him or deducted from his Salary or Stipend as aforesaid, from any Profits or Gains in respect of which he shall be liable to be assessed under either of the Schedules (D) or (E) of this Act, or to have any Assessment which may be made upon him under either of the said Schedules reduced or abated by the Deduction of the Amount of the said annual Premium from the Amount of the Profits or Gains on which such Assessment has been made; or if such Person shall be assessed to Duties under any of the Schedules contained in this Act, and shall have paid such Assessment or shall have paid or been charged with any of the said Duties by Deduction or otherwise, such Person on Claim made to the Commissioners for special Purposes, and on Production to them of the Receipt for such annual Payment, and on Proof of the Facts to the Satisfaction of the said Commissioners, shall be entitled to have repaid to him such Proportion of the said Duties paid by such Person as the Amount of the said annual Premium bears to the whole Amount of his Profits and Gains on which he shall be chargeable under all or any of the Schedules of this Act: Provided always, that no such Abatement, Allowance, or Repayment as aforesaid shall be made in respect of any such annual Premium beyond One-Sixth Part of the whole Amount of the Profits and Gains of such Person so chargeable as aforesaid, nor shall any such Deduction or Abatement entitle any such Person to claim total Exemption or any Relief from Duty on the Ground of his Profits and Gains being thereby reduced below One hundred or One hundred and fifty Pounds, as the case may be.

APPENDIX C-2.

INDIAN ARBITRATION ACT, 1895.

CHAMBER OF COMMERCE,

KARACHI, 21st November 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

The Indian Arbitration Act and the Indian Contract Act.

DEAR SIR,—With reference to the Resolution to amend the Indian Contract Act moved by our Chairman the Hon'ble Mr. M. de

P. Webb, at the First Conference of Indian and Ceylon Chambers, Government have replied that the Governor-General in Council has decided to take no action till further experience proves the necessity for doing so. In the course of Government's reply the statement is made..." that the difficulty to which the Conference refers does not seem to have been commonly experienced..."

I should esteem it a favour if you would kindly inform me if arbitrations under the Indian Arbitration Act are common in Bombay. Have members of the Bombay Chamber of Commerce much experience of the advantages or otherwise of the Act? And what is their opinion of the Act?—Yours faithfully,

C. H. CHETHAM, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 11th December 1905.

The SECRETARY, CHAMBER of COMMERCE, Karachi.

DEAR SIR,—I am directed by my Committee to acknowledge receipt of your letter dated 21st November last, and in reply I am to say that the Indian Arbitration Act is at times availed of in Bombay, though, so far as the Committee's experience goes, not to any great extent. The advantages of the Act are recognised in Bombay, but the Committee do not think it is resorted to except in fairly large questions, or in what may be called personal matters, where litigation would cause great expense.—Yours faithfully,

J. B. LESLIE-ROGERS, Secretary.

APPENDIX C-3.

INDIAN FACTORIES ACT, 1881. AMENDMENT BILL.

No. 5647 OF 1905.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 10th October 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a draft bill further to amend the Indian Factories Act, 1881, with Statement

of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the draft Bill by the 1st December 1905, as the Government of India have asked for a reply concerning the measure by the 1st January 1906.—I have, &c.,

J. SLADEN, Acting Secy. to Govt.

CHAMBER OF COMMERCE,
BOMBAY, 21st November 1905.

The ACTING SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No 5647 of the 10th October 1905, with which you forward a copy of a draft Bill further to amend the Indian Factories Act, 1881, and ask for the opinion of the Chamber on the provisions of the proposed measure.

2. The Bill has been fully considered and discussed, and I am to say that, with the exception of the few reservations stated below, the provisions of the said Bill meet with the general approval of the Committee.

CLAUSE 2.

3. Although this clause is approved, it is felt by the Committee that when the Gujerat and Kathiawar district factories in British Territory are brought under the Act, the work people may show a tendency to prefer factories in Native States; and as many of these lie alongside those in British Territory, the latter may in course of time be somewhat seriously handicapped. If so, factories may be transferred from one territory to the other; and a point which will no doubt always be carefully considered when a new factory is under contemplation is as to whether it should be put up in British Territory under Factory Rules, or in a Native State where there are no regulations. In some places British and Native Territory form contiguous enclaves and factories are intermingled on both sides in close proximity to each other. For example in the Broach District there are 20 factories in British Territory and 22 in Native, and it has already been noticed that the recent additions are to be found in Native Territory. It is suggested that Govern-

ment might bring the matter to the notice of the Native States concerned, and invite their legislative co-operation in respect of the factory enactment now under consideration.

CLAUSE 9.

4. It is thought that the words "registered by" should be substituted for the word "approved," as the fitness of an Agent should not be left to the discretion of the District Magistrate; and it is considered that in the absence of the Agent it might be provided that he should only have to notify the name of the Acting Agent to the District authorities. It appears, however, from the clause as drafted, that, in default of a notification, the man left in charge shall be deemed to be the occupier for purposes of the Act.

CLAUSE 10 (2).

5. With reference to privy accommodation, it is felt that Government should not insist on the erection of privies in factories adjacent to villages in the open country, where there is no Municipal or other recognised authority to see that the regulations in the matter are duly carried out. Such privies, without proper official control, would eventually prove a serious nuisance to the community. The Committee are, therefore, of opinion that regulation privies should only be established where there is some constituted authority to attend to them—and in all other cases in the country an open air system of conservancy should be permitted as more sanitary.

6. In conclusion, the Committee think it advisable at this juncture to point out to Government that should further factory legislation be at any time under contemplation, the different conditions under which cotton mills work in this country, as compared with ginning and pressing factories, should be clearly borne in mind by Government. The former are in operation all the year round on more or less stable conditions and with a settled establishment of mill hands, whereas the latter only work for a part of the year, in many instances only for a few short months. Ginning and pressing must be finished before the rains, and any severe restrictions, such for instance as limiting the hours of labour, might and probably would be a very serious matter, for there is often in the districts a dearth of labour at the time of the year when cotton is coming into the market. Although in ginning and pressing factories work has

to be carried on at fairly high pressure, the season is only a short one, which make the conditions of labour very different to those in a cotton mill where work is constant for the twelve months.—I have, etc.,

C. H. ARMSTRONG, Chairman,
J. B. LESLIE-ROGERS, Secretary.

No. 782.

KARACHI, 18th December 1905.

From the HON'BLE MR. M. DE P. WEBB,
CHAIRMAN, KARACHI CHAMBER of COMMERCE,
To the ACTING SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT,
Bombay Castle, Bombay.

The Indian Factories Act.

SIR,—I have the honour to acknowledge receipt of your letter, No. 5647 of the 10th October, asking for the opinion of this Chamber on the provisions of the draft Bill to further amend the Indian Factories Act of 1881.

In reply, I beg to inform you that the provisions of the proposed legislation have been carefully considered, and my Committee fully approve of the same except in regard to those sections which provide for Government supervision in the appointment of certain of a Factory Owner's agents or representatives. The objectionable sentences occur in clauses 8 and 9 of the Bill. My Committee are strongly of opinion that the words..." an approved "...in clause 1 of proposed section 15, and..." to be approved by the District Magistrate "...in proposed section 17-A should be omitted. My Committee urge that the proposal to introduce legislation giving the District Magistrate powers to approve or disapprove of a Factory Owner's agents or representatives is objectionable, in that it interferes with the right and freedom of action of the owner or occupier of a factory to appoint whoever he thinks best in his own interests. Moreover it is not at all clear that the District Magistrate is able of his own knowledge to say whether a person is competent to manage a factory or not.

For the above reasons my Committee object to clauses 8 and 9 of the Bill as they now stand.—I have, etc.,

M. DE P. WEBB, Chairman.

APPENDIX C-4.

REGISTRATION OF BRITISH SHIPS IN BRITISH INDIA.

No. 687—1905.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 19th April 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Registration of British Ships in British India.

DEAR SIR,—This question has been under the consideration of this Chamber for a considerable time and has been the subject of some lengthy correspondence with the Government of Bengal.

The Committee have now been asked to furnish Government with their views on the proposals of the Government of Bombay regarding the enactment of a special law for the registration and measurement of native craft. The Committee are inclined to agree with these proposals in the interest of navigation, but before submitting their opinion would be glad to know how the matter is regarded by the Committee of your Chamber, who have no doubt also been consulted in connection with it.

The views of the Government of Bombay are set forth in their letter No. 155-G. of 14th April 1904 to the Secretary to the Government of India, Finance and Commerce Department, copy of which, together with other connected papers, is enclosed for your information.

The favour of an early reply with the return of the papers is requested.—I have, etc.,

W. PARSONS, Secretary.

No. 1245-MARINE.

GOVERNMENT of BENGAL,
MARINE DEPARTMENT,
CALCUTTA, the 21st July 1904.

The undermentioned document is forwarded to the Secretary to the Bengal Chamber of Commerce for the information of the Chamber, with reference to the correspondence ending with the Secretary's letter No. 481-1904, dated the 17th March 1904, with

the request that the Chamber will be so good as to favour the Government with their views on the different questions raised, and especially on the points referred to in paras. 6 and 8.

(By order)

C. H. DEMELLO, Offg. Under Secretary.

Document accompanying :—

Copy of letter No. 4286-S.R., dated 7th July 1904, from the Government of India, Finance and Commerce Department.

No. 4386-R.S.

SIMLA, the 7th July 1904.

From J. CAMPBELL, ESQ., I.C.S.,

UNDER SECRETARY to GOVERNMENT of INDIA,

To the SECRETARY to the GOVERNMENT of MADRAS,

Marine Department.

To the SECRETARY to the GOVERNMENT of BENGAL,

Marine Department.

To the SECRETARY to the GOVERNMENT of BURMA,

Commerce Department.

SIR,—I am directed to acknowledge the receipt of your letter No. $\frac{407}{560\text{-Marine}}$ $\frac{440\text{-}4\ S.\text{-}24.}{}$, dated the $\frac{25\text{th September 1903}}{29\text{th March 1904}}$ $\frac{}{14\text{th December 1903}}$, on the subject of the Bill to make better provision for the registration of British ships in British India.

2. The Government of India are disposed to think that the position assumed by the Board of Trade in regard to this question has not been fully understood, and as Sir Francis Hopwood's letter of the 1st April 1903 is open to conflicting interpretations, it is considered desirable to invite the opinion of the Government of $\frac{\text{Madras}}{\text{Bengal}}$ $\frac{}{\text{Burma}}$ on the alternative constructions of that letter before again addressing the Secretary of State. The Government of India also desire to obtain the opinion of the other maritime Local Governments on a proposal which has been made by the Government of Bombay for the adoption of a criterion, radically different from that embodied in the Bill, now under consideration, for determining whether ships shall be registered and measured under the provisions of the English Merchant Shipping Act, 1894,

or in accordance with a special law. It will be convenient to recapitulate briefly the history of the measure, and the reasons for its introduction before proceeding to deal with the specific points on which the opinion of the Local Government is now invited.

3. A Bill to consolidate and amend certain Indian enactments relating to merchant shipping and the carriage of passengers by sea was introduced in the Council of the Governor-General in 1892. The English Statute was then being recast, however, and the Bill was not proceeded with for some time. After the passing of the English Merchant Shipping Act of 1894, the Bill was revised; and in 1896 it was again discussed in Council, after the Select Committee had made several important alterations in its provisions. Legislation was not proceeded with, however, as the Board of Trade were of opinion that the measure was in conflict with the English Statute in certain respects; and, for various reasons, the Bill has not yet been passed into law, nor does there appear to be any prospect of its early enactment.

4. In 1898 the attention of the Government of India was called to the fact that, since the repeal of the Statute, 3 and 4 Vict., c. 56, by the Merchant Shipping Act, 1894 (57 and 58 Vict., c. 60), without the insertion of any saving clause, compliance with the requirements of the Indian Acts (X of 1841 and XI of 1850) did not dispense with the necessity for the registration of ships under the English Statute. When the Merchant Shipping Act, 1894, came into force, ships registered under the various Indian enactments, after the passing of the English Statute of 1854, ceased to be entitled to the status of British ships; and the result is that there is now no law for the registration of ships in this country, apart from the English Statute; and practically no Indian ships, which have not been registered under that Statute, can claim the status of British ships.

With the view of remedying this state of affairs the Bill now under consideration was prepared; it is merely a reproduction of Part II of the Indian Merchant Shipping Bill of 1896, to which part no material objections had hitherto been raised by the Board of Trade. The Bill was introduced with the object of allowing certain Indian ships to acquire the status of British ships without being registered under the complex provisions of the Merchant Ship-

ping Act; and it provided for a system of measurement of a simpler nature than that prescribed in the second Schedule appended to the English Statute, as that system was understood to be generally inapplicable to vessels built after the native fashion.

5. Turning now to the correspondence between the Secretary of State and the Board of Trade, I am to explain that the Government of India are doubtful as to the construction which should be placed on the letter from the Board of Trade of date the 1st April 1903. In the despatch of the 26th June which issued with their concurrence it is stated that the Board of Trade suggest that the provisions of the Bill should be limited to ships "trading in inland waters, and Indian home trade ships." If this latter expression be assigned the meaning given to it in clause 2 (*b*) of the Bill, it would seem that the proposals of the Board of Trade go much further in certain respects than the provisions of the Bill, as they at present stand, inasmuch as the special provisions relating to registration and measurement would then apply to all "home trade ships," and not only to "native coasting vessels," being sailing ships of not more than two hundred tons burden, owned by one or more native Indian subjects of His Majesty.

The Government of India find it the more difficult to accept this interpretation of the intentions of the Board of Trade, in view of the recommendations made by Mr. Cunliffe in his memorandum of the 27th November 1902, and of the terms of paragraphs 7, 8 and 9 of Sir Francis Hopwood's letter No. M. 4663, dated the 1st April 1903. It would appear that if the provisions of the Bill were applied to all "Indian home trade ships," no question would arise as to the separate treatment of coasting vessels; and the information asked for by the Board of Trade in paragraph 8 of their letter would not be required, nor would the question of measurement of tonnage and crew space arise as a separate issue in the case of vessels engaged in the coasting trade, within the meaning of section 736 of the Merchant Shipping Act, 1894.

6. In view of the uncertainty which is felt as to the precise intentions of the Board of Trade, and as to the sense in which their letter has been construed by the Local Governments, I am to enquire whether the Government of Madras / Bengal / Burma are of opinion that the proposal to treat vessels which trade between ports in India and places in

India not within His Majesty's dominions, and vessels trading between ports in India and the Straits Settlements, Ceylon, and the Laccadive and Maldive Islands, as being engaged in the coasting trade, should be pressed. If so, I am to ask that the arguments in favour of this course may be stated in detail, in order that the Government of India may be in a position to reply to paragraph 8 of the Board of Trade's letter. If it is also considered desirable that the Local Government should have power to prescribe rules for the measurement of the tonnage of such ships, the reasons in favour of this course should be clearly stated.

7. I am also to forward a copy of a letter, with its enclosures, received from the Government of Bombay, in which it is suggested that the Bill should deal solely with native craft not being square-rigged; and that all such vessels should be registered and measured in accordance with a special Indian enactment, irrespective of the race of the owner, or the limits within which the vessels trade, or their tonnage. All other vessels would be subject to the provisions of the English Statute, except such as ply solely in inland waters. The arguments advanced by the Government of Bombay in favour of this course appear weighty; and, in particular, attention is invited to the statement that it is impossible to apply the British system of measurement to native craft. In connection with this proposal, I am to invite a reference to the proceedings of the Select Committee which considered the Merchant Shipping Bill of 1895. In the original Bill of 1892, the various Local Governments were empowered to make rules providing for the measurement of "native coasting ships," and this expression was defined as meaning sailing ships not square-rigged, which were also coasting vessels within the meaning of the Sea Customs Act, 1878, and which were owned by one or more Indian subjects of His Majesty. In 1896 the Select Committee altered this definition, and adopted the wording which appears in the Bill now under consideration. The change was made in consequence of the receipt of representations to the effect that the original definition paid, after ownership, exclusive attention to rig; and it was stated that this was unfair to native craft employed in the upper portion of the Bay of Bengal, which are ordinarily square-rigged, while the native vessels on the West Coast are usually lateen-rigged. It would appear, however, that square-rigged native vessels are not numerous; and in any case

it is possible that some alternative definition can be devised which will include all purely native craft not susceptible of measurement according to the Board of Trade rules.

8. I am to request that with the permission of His Excellency the Governor in Council / His Honour the Lieutenant-Governor the Government of India may be informed whether in the opinion of the Government of Madras / Bengal / Burma the rules prescribed in the second schedule of the Merchant Shipping Act, 1894, are applicable to native craft. If that procedure is considered inapplicable, I am to ask that the reasons for this opinion may be stated in detail for the information of the Board of Trade. I am also to enquire what the maximum tonnage of such vessels is, and within what limits, outside India, they ply.—I have, etc.,

J. CAMPBELL, Under Secy. to the Govt. of India.

No. 155-G., dated Bombay Castle, the 14th April 1904.

From J. SLADEN, Esq., I.C.S.,

Acting Secy. to Govt. of Bombay, Marine Department,

To the SECRETARY to the GOVERNMENT of INDIA,

Finance and Commerce Department.

I have laid before His Excellency the Governor in Council your letter No. 4710-S. R., dated the 20th August 1903, requesting the opinion of this Government on certain points raised by the Secretary of State for India in regard to the Bill to make better provision for the registration of British ships in British India, and, in reply, I am directed to forward, for the information of the Government of India, copies of reports by the officers named in the margin, and to offer the following remarks on the part of His Excellency in Council.

Letter from the Port Officer, Bombay, No. 3720-R., dated the 16th October 1903.
Memorandum from the Commissioner in Sind, No. M.—225, dated the 1st December 1903.
Letter from the Political Resident, Aden, No. 208, dated the 3rd December 1903.
Letter from the Collector of Land Revenue, Customs and Opium, Bombay, No. C.—1026, dated the 22nd January 1904.
Memorandum from the Commissioner of Customs, Salt, Opium and Abkari, No. 506, dated the 30th January 1904.

2. If the Bill becomes law, the only enactments under which British ships can be registered in India will be—

(1) The Merchant Shipping Act, 1894 (as amended by the provisions of the Bill);

(2) Act XIX of 1838.

(3) Bombay Act I of 1863.

The third of these is merely a local Act. relating to vessels plying on the Indus, and it may therefore be left out of consideration. There would remain the Merchant Shipping Act, 1894 (as amended), and Act XIX of 1838. Now Act XIX of 1838 relates only to vessels belonging to any of His Majesty's subjects residing within the Presidency of Bombay, and only to those of such vessels which are employed on the coasts of the territories subject to the Government of Bombay or in trading coastwise, and to fishing vessels and harbour craft. The limitation of the scope of this Act has been noticed by the Solicitor to the Board of Trade, but the effect has not been fully appreciated, for the *only* vessels which it will not be obligatory to register under the Merchant Shipping Act of 1894 are the coasting native craft of the Bombay Presidency, which must be registered under Act XIX of 1838, and of these only such as are of not more than 200 tons burden. The Bill does not, in fact, go as far as the Board of Trade are prepared to go. The Board of Trade are prepared to admit special regulations for the whole of the coasting trade of India, whereas under the provisions of the Bill all vessels, except certain coasting native craft owned in the Bombay Presidency, must be registered under the Merchant Shipping Act, 1894.

3. The provisions with regard to measurement [Section 5 (1)] are also anomalous. The Local Government may make rules for the measurement of native coasting ships only, and the term "native coasting ship" excludes country craft which are of more than 200 tons burden, or are not owned by native Indian subjects. Also a native coasting ship must be a home-trade ship, and the term "home trade ship" excludes vessels not trading within the limits stated in Section 5 (1). Yet many of the vessels thus excluded are of native build which it is difficult or impossible to measure in accordance with the provisions of the Merchant Shipping Act, 1894, though under the proposed law those provisions must be applied.

4. The difficulty appears to have arisen from the assumption of a false line of division between the different classes of vessels. For administrative purposes the distinction lies not in the tonnage of the vessel, or in the race of the owner, or in the limits within which the vessels trade. The radical difference consists in the build of the vessels, and in the way in which they are manned, found and navigated; and the line of division should be between steamers and square-rigged vessels on the one hand and country craft on the other. This Government, I am to say, entirely agree with the Port Officers of Bombay and Karachi that no law for the registration of ships in India can be satisfactory which does not recognise this difference fully and completely, and that there should be one single Code of registration for country craft, that is, vessels built and rigged after the native fashion, irrespective of the limits within which they ply. It is said that it is contrary to the policy of the Board of Trade to permit British vessels not registered under the Merchant Shipping Act, 1894, to trade with places outside the Continent of India, but His Excellency the Governor in Council ventures to hope that that policy is capable of modification if it is shown that adherence to it must result in injury to the interests of British subjects. If the same regulations are applied to steamers and square-rigged vessels, and to vessels of native build and rig, many of the latter will certainly be driven from under the British flag. The privilege of recognition as a British ship has little value in the eyes of the owners of native craft, and few, if any, of them know what it means. The Arab *dhows* which compete keenly with Indian country craft on the Mekran coast, in the Persian Gulf, and on the East African coast, get on well enough without the privilege, as do vessels of maritime Native States, which do not take out passes under Act XI of 1850. Vessels of native build and rig compelled to register under the provisions of the Merchant Shipping Act, 1894, which are entirely unsuitable to them, will either be restricted to trading within such limits as will bring them within the operation of the Indian Registration law only, or will sail under Arab colours, or as ships of Indian Native States. His Excellency the Governor in Council considers, therefore, that the law for the registration of British ships in India should provide special rules for the registration of all country craft of native build and rig, without reference to tonnage, native ownership or the limits within which they trade; and that all other British ships should be left to the operation of the Merchant

Shipping Act, 1894, with such slight modifications as may be necessary for administrative convenience. The interests involved on this side of India are, in the opinion of His Excellency the Governor in Council, sufficiently great to justify the proposal.

5. With regard to Sections 6, 7 and 8 of the Bill, the operation of which should, in the opinion of the Board of Trade, be restricted, I am desired to invite attention to the remarks made by the Collector of Customs, Karachi, which are embodied in the memorandum from the Commissioner in Sind, No. M.-225, dated the 1st December 1903. Section 6 apparently prescribes nothing which may not be done already by the Government of India or the Local Government under Section 4 (1) and Section 89 of the Merchant Shipping Act, 1894. Registration, however, under the Merchant Shipping Act, 1894, should only take place at the principal ports mentioned in Section 6 (2) (*a*), and only vessels of native build and rig should be registered under Indian law at the other ports. As a rule there would be no officer at the minor ports competent to register vessels under the Merchant Shipping Act, 1894; but hitherto no difficulty has been found in registering vessels of native build and rig at such ports. The assignment of powers to Local Governments under Section 7 appears to be absolutely necessary for the proper administration of the law, and, except in the case of the reference to Section 86 of the Merchant Shipping Act, 1894, the matters are such as would not be referred to the Board of Trade for decision without causing intolerable delay and inconvenience. Section 86 provides that all duties in relation to the survey and measurement of ships shall be performed by surveyors of ships under the Act, in accordance with regulations made by the Board of Trade. The general authority of the Board of Trade in this matter might be preserved; and it would probably be sufficient for the Local Government to supplement the regulations of the Board of Trade by such administrative orders not inconsistent with the regulations, as local conditions may require. It is obviously convenient that the rate of fees should be fixed in accordance with the conditions under which the work is done and in the currency of the country in which it is done. Section 8 (1) of the Bill does not therefore seem open to objection.

6. With regard to Section 9 of the Bill, I am to remark that the mortgage and sale clauses of the Merchant Shipping Act, 1894, which it is proposed to repeal so far as regards native coasting ships are

far too complicated for application to such ships, and it is proper that they should be repealed. As regards registration on change of ownership, those vessels which, in accordance with the Bill will not come for registration under Bombay Act XIX of 1838, will be subject to the provisions of Section 51 of the Merchant Shipping Act, which provides that re-registration on change of ownership is not necessary. It is probable that for this reason the provisions relating to transfers and transmissions (Sections 24 to 30) were not proposed for repeal. His Excellency the Governor in Council is, however, of opinion that it would be simpler to have Section 51 repealed as well as Section 24 to 30, and add words in Section 5 (3) making it necessary to re-register on change of ownership.

Accompaniments to letter to the Government of India, No. 155-G., dated the 14th April 1904.

No. 3720-R., dated the 16th October 1903.

From COMMANDER H. S. BLACK, R.I.M., Port Officer, Bombay,

To the SECRETARY TO GOVERNMENT, Marine Department, Bombay.

In reply to Government Resolution, Marine Department, No. 108, dated Bombay Castle, 9th September 1903, calling for opinion on the points raised in India Office letter to the Governor-General in India, Revenue, No. 86, dated London, 26th June 1903, I have the honour to report as follows:—

Paragraph 3 of Despatch.—I concur in the proposal made in the Board of Trade's letter of 1st April 1903, which is that the provisions of the Bill should be limited to ships trading on inland waters and Indian Home Trade ships.

2. I take from this, then, that three classes of vessels will come under the Indian Registration Act, *viz.*:—

(1) Native coasting ships, as defined in Section 2 (*c*);

(2) Vessels which ply on inland waters only;

(3) Indian Home Trade ships, as defined in Section 2 (*b*);

In regard to native coasting ships, the limit is 200 tons, and, so far as those vessels at present on this office register are concerned, it suffices; but I think it not altogether unlikely that a native of India or even a European might purchase at any time one of the Arab *baglas* constantly trading to

* Government Resolution, Marine Department, No. 413 of 2nd May 1873.
Government Resolution, Marine Department, No. 1194 of 6th October 1875.

this port, and as they run at times to considerably over 300 tons, it would seem advisable to keep all such vessels in the one class, for the reason that they should all be measured as at present, according to the rules° approved by Government only.

3. It seems to me for the above reason that the expression Native coasting ship should be more clearly defined, *i.e.*, it should mean a Home Trade ship, being a sailing ship of any tonnage built after the *Native fashion and rig.* Such a vessel as already pointed out might of course be owned by a European. Moreover, I know that a few years ago there were many country craft on the Madras coast of less than 200 tons built and rigged after the European model, and that would require to be measured according to the British Board of Trade rules, and therefore such vessels should in my opinion be styled Indian Home Trade ships, irrespective of tonnage.

4. I am of opinion that clause 9 of the Bill should be so amended as to make the sections of the Merchant Shipping Act of 1894 headed "mortgages" applicable to Indian Home Trade ships only, but not to Native coasting vessels of any tonnage.

Clause 6, 7 *and* 8 *of the Bill.*—According to the Merchant Shipping Act of 1894, the Port Officers at Bombay, Calcutta and Madras are already Registrars, and the Port Officer at Rangoon should also be the same. The Officer at Bombay is already Registrar under the various Indian Acts, and I see no reason why he should not be the local Registrar under the new Act.

5. At the above first class ports, with the exception of Madras, there are properly qualified passed Board of Trade Surveyors for the purpose of taking all measurements for tonnage. Only in the matter of Native fashion built craft is any power given to other persons at the coast ports to measure for tonnage and register them, and I think this is only right, as measuring for tonnage under the Board of Trade rules is an important operation.

6. It seems to me that if the three classes of vessels aforementioned are to be registered under the Indian Registration Act, it will be imperative to retain in the Bill the amendments as proposed. At the same time I presume it will always be optional for any vessels, other than Native coasting craft, to register under the Merchant Shipping Act of 1894.

7. At the present time all steamers, sailing ships and yachts that have sought registry in Bombay are registered under the Merchant Shipping Act of 1894.

8. The only vessels registered under Act XIX of 1838 are Native coasting, fishing, and harbour craft such as inland steam-launches, barges, etc.

9. So far I am not aware of any inconvenience having been experienced on account of any vessels being registered under the Merchant Shipping Act of 1894.

10. In conclusion, I would like to point out that the present would seem to be a fitting opportunity to curtail the Indian Home Trade limits, if only for the purpose of satisfactorily regulating the comparatively safe distance to which the possessor of an Indian Home Trade Certificate of Competency might ply as an officer of an Indian Home Trade vessel.

11. My predecessor, Commander Barwick, brought to notice the eminently unsatisfactory state of affairs in connection with our Indian Home Trade examinations, and it seems to me that it is highly desirable to either curtail the Indian Home Trade limits or to increase the standard of the examination. To do the latter would be to deviate from the Board of Trade requirements for a Home Trade examination, which for the sake of uniformity I do not recommend, and also to put a class of fairly good seamen but shockingly educated Natives out of employment. Commander Barwick's letters* to Government dealt fully with this, to me, serious question, for I see so plainly the danger of granting certificates to an ill-educated class of men enabling them to command any sized steamers plying in one direction as far as Aden, and towards the east as far the Straits Settlements, and there being no publication of such important technical subjects in the vernacular as Deviation of the Compass, Law of Storms, &c., so far as I am aware.

* No. 713—7, dated the 28th February 1901. No. 365-S., dated the 25th June 1901.
Government Resolution, Marine Department, No. 98 of 7th August 1901.

12. I would, therefore, very respectfully invite the attention of Government to this one reason for a considerable limitation of the Indian Home Trade,

No. M.- 225, dated the 1st December 1903.

From the COMMISSIONER in SIND,

To the SECRETARY to GOVT., Marine Department, Bombay

The Commissioner in Sind presents compliments. In Government Resolution No. 108 of the 9th September 1903, he was asked for his opinion on the points mentioned in paragraphs 3, 4, 5 of the Despatch from the Secretary of State to the Government of India, No. 86, dated 26th June 1903, in connection with the Bill to make better provision for the registration of British ships in India.

2. To take first the registration question, the Commissioner begs to quote the opinion of the Port Officer, Karachi:—

"With regard to the points raised in paragraphs 3, 4 and 5 of the Despatch from the Secretary of State for India, No. 86, dated 26th June last, I beg to point out that there are many Native craft under 200 tons which continually ply to or from this port from or to ports in the Persian Gulf and on the coast of Arabia and East Africa, as well as from or to ports situated in the territories of Native Princes or Chiefs under the suzerainty of His Majesty, and in the territories of Foreign European Powers in India.

"Therefore if the definitions 'Home Trade ship' and 'Native coasting ship' given in the 'Indian Registration of Ships Bill' can conveniently be so altered as to take in all the above points, there seem no apparent objections to the provisions of the Bill being limited in their application to ships trading on inland waters and Indian Home Trade ships.

"I am however of opinion that the Native sea-going craft, irrespective of tonnage, should be registered throughout British India under one and the same law for the sake of uniformity, simplicity and convenience. Further, this procedure would be equitable and just. According to the provisions of Sections 2 and 4 of the Bill under reference, a 'Native coasting ship' (sailing) under 200 tons may be registered in the Presidency of Bombay, including Sind, under the Bombay Coasting Vessels Act XIX of 1838 or the Imperial Merchant Shipping Act of 1894 as amended; whereas if a similar vessel is a 'foreign-going ship' or a vessel of 200 tons and upwards, she must be registered under the latter Act. In Madras and Bengal Presidencies and in Burma the registration of coasters of

any tonnage is compulsory under the Merchant Shipping Act of 1894. This anomaly is inequitable, and should not I think be allowed to exist.

"In the above connection I would beg to invite your attention to paragraph 9 of the statement of objects and reasons of the Indian Merchant Shipping Bill of 1892, and to point out that the repeal of the Act XIX of 1838 was adopted by the Select Committee in their report, dated 20th March 1895, but when the Bill again came up next year, the Committee retained the Act as a tentative measure (*vide* remarks in paragraph 6 of their Report, dated 12th February 1896); as many of the coasting and foreign-going ships which are built at smaller ports will be affected by the Merchant Shipping Act of 1894, and as the Customs petty officials with imperfect knowledge of English and on small pay are reported not to be able to carry out the duties required by the latter Act, it would appear that a reconsideration of exempting vessels registered under Act XIX of 1838 is necessary, and I commend the matter to your favourable consideration."

The Chief Collector of Customs writes:—

"With respect to the Secretary of State's fifth paragraph, it appears to the undersigned that there is much need to press for the application of these three clauses of the Bill, and also clauses 4 and 5, to other than ships trading on inland waters and Indian Home Trade ships. At this port, Karachi, as elsewhere, there are numerous country craft such as have always been registered hitherto under Act XIX of 1838 and which must, when the new Act comes into force, be measured for registry under clause 5 (2), because it is impossible to make the British system of measurement applicable to them. Every one who has had to do with the registration of Native craft knows that even the rules for measurement issued under Act XIX of 1838 are often applied with the greatest difficulty and require to be supplemented from time to time by departmental orders, so great is the variety of construction found among these craft. Now in any port, like Karachi, bordering on the limits of British India, such craft will trade with foreign ports beyond these limits. If this entails their being registered in accordance with the rules issued under the Merchant Shipping Act, 1894, there is reason to fear that they will find themselves obliged to choose between giving up visiting foreign ports or foregoing the advantages of

recognition as British ships. In short, unless the Bill is extended in the direction indicated, it cannot fail to favour all vessels which fly Arab Colours, or those of Native States, at the expense of those which sail under our own. The undersigned would press strongly for the extension of the limits of the 'coasting trade' so as to include the Mekran Coast, the Persian Gulf and Arabia, if not the East Coast of Africa. The limit of 200 tons would sufficiently restrict the class of vessels which would thus come under the control of the Government of India."

The Commissioner concurs with these officers in thinking that all vessels, whether under or above 200 tons, should be registered under the same Act, and not under separate Acts; he also concurs with the Chief Collector that "the limits of the coasting trade should be extended so as to include, so far as this Province is concerned, the Mekran Coast, the Persian Gulf and Arabia, if not the East Coast of Africa.

3. As regards the clauses 6, 7, 8 and 9 of the Bill, the Chief Collector of Customs says:—

"The undersigned can offer no opinion on clause 9 of the Bill, being ignorant of the grounds on which the Government of India has considered it necessary to cancel the sections of the Merchant Shipping Act, 1894, which refer to mortgages.

"Clauses 6, 7 and 8 remain, of which 6 does not seem to offer much practical difficulty. The British Act makes the following officers Registrars [Section 4 (1)]:—

In Bombay, Calcutta and Madras, the Port Officer.

At other ports, the Chief Officer of Customs, or if there is no such officer, the Governor or any officer appointed by him.

"Clause 2 of the same section says that His Majesty may, by an Order in Council, declare the description of persons who are to be Registrars in any British possession.

"The Bill makes the following officers Registrars:—

In Bombay, Calcutta, Madras, Karachi, Aden and Rangoon, the Port Officer or any other person appointed by the Local Government.

At other ports, any person appointed by the Local Government.

"To take the case of other ports first, the officer appointed at these ports is in every, or almost every, case the Chief Officer of Customs, so that the practice is already in accordance with the provisions of the British Act; nor is there any likelihood of a change in this practice. Further, no vessel is ever registered as far as the undersigned is aware at these minor ports, except native craft such as will come under clause 4 (1) of the Bill; nor are vessels of any other class likely to seek registry at such ports. It is therefore immaterial whether clause 6 (2) (*b*) of the Bill is restricted in the manner desired by the Board of Trade or not. In these remarks the undersigned refers only to the ports of the Bombay Presidency with which alone he is fully acquainted.

"To return to the five ports first named, it will be seen that with respect to Bombay, Calcutta and Madras the Act and the Bill are at one in making the Port Officer *ex-officio* Registrar, and if the words 'or any other person appointed by the Local Government' were deleted, the whole difference between the two would be that at Karachi, Aden and Rangoon the Bill makes the Port Officer the Registrar, while under the British Act the Chief Officer of Customs would fill the post. It is not likely that the Board of Trade will object to this difference. At ports where there is a Port Officer, who is generally or always an officer of the Navy or Indian Marine, he is obviously the most suitable person for the post of Registrar.

"As regards clause 7, the question seems to the undersigned to be almost entirely one of the administrative convenience, as the Secretary of State has said. For example, Section 7 (1) of the Merchant Shipping Act, 1894, provides that every British ship shall be permanently and conspicuously marked in a manner which is fully and precisely detailed to the satisfaction of the Board of Trade. It would surely be waste of words to try to show that in India it will be much more convenient to all concerned to lay the duty of seeing that the provisions of this section are satisfactorily carried out upon the Local Government rather than the Board of Trade. In other cases [*e.g.*, Section 77 (2)] the delay involved by a reference to the Board of Trade would make the whole provision useless. If any of the sections which the Bill proposes to modify contain prerogatives which the Board of Trade values, they may be omitted, but there can be no question as to the necessity, from an administrative point of

view, of clause 7 of the Bill. Who will guarantee that the powers conferred by this clause upon Local Governments will be properly exercised, is a question the undersigned cannot answer.

"Clause 8 contains nothing either which seems to involve any principle, and the convenience of having fees for petty services fixed in Indian money at rates determined by an authority acquainted with local conditions is obvious enough."

The Port Officer also suggests the advisability of making the Port Officers the Registrars at the several ports, and he says :—

"I consider the Port Officers, who are officers of Government with nautical experience, should be the Registrars under the Imperial Merchant Shipping Act of 1894, and that they should discharge the duties of local Registrars. This being so, they would be responsible to their respective Governments for the proper exercise of the powers which the clauses of the Registration Bill confer upon them."

In these remarks the Commissioner concurs.

No. 308, dated 3rd December 1903.

From the POLITICAL RESIDENT, Aden,
To the SECY. to GOVT., Marine Dept., Bombay.

With reference to Government Resolution No. 108, dated 9th September 1903, which calls for opinions on the points referred by the Government of India being limited to ships trading in inland waters and Indian Home Trade ships, I have the honour to observe that clauses 4, 5 and 9 of the Bill will not apply to "Native coasting ships" trading between Aden and other places in the Gulf of Aden or the Red Sea. These vessels therefore will be registered under the English Merchant Shipping Act, 1894; and I do not think any inconvenience is likely to arise if clauses 6, 7 and 8 of the Bill are not applied to them.

No. C.-1026, dated the 22nd January 1904.

From the COLLECTOR of LAND REVENUE, Customs and Opium, Bombay,
To the COMMISSIONER of CUSTOMS, Salt, Opium and Abkari.

I have the honour to submit the report called for in your endorsement No. 5046, dated 17th September 1903. The cause of delay has already been explained in my No. C.-464 of 12th January 1904.

2. The points raised by the Secretary of State in his Despatch, Revenue, No. 86, dated 26th June 1903, are three—(i) the limitation of the provisions of the Bill to ships trading on inland waters and to Indian Home Trade ships, (ii) the reasons for the omission in Section (9) of the sections of the Imperial Act relating to transfers which are allowed to stand in the Indian Bill while the clauses as regards mortgage and sale are repealed, and (iii) the restriction of the application of Sections 6, 7 and 8.

3. It will be convenient to dispose of the second point first. It is not clear why the provisions as regards transfer and transmission have been allowed to stand while those regarding mortgages and sales have been repealed. All that need be pointed out in this connection is that the consolidated Bill (Indian Merchant Shipping Bill, 1892), of which the present Bill formed Part II, did not make any of the clauses of the English Bill in regard to mortgage, sale, transfer and transmission applicable to coasting craft.

4. In regard to the first point, namely, the limitation of the provisions of the Bill to ships trading on inland waters and Indian Home Trade ships, it would seem that the Board of Trade look upon this limitation as a matter of principle and that they have not even yet committed themselves to an acceptance of the definition of "Home Trade ship" laid down in Section 2 (*b*) of the Bill. This definition, it will be observed in allowing an exemption in favour of vessels trading with the Straits Settlements and Ceylon, will not affect the Native craft trade of this Presidency there, trade with those places being of slight importance. At the same time it must be pointed out that a large number of Native craft, of less than 200 tons burden, trading to British, German or Portuguese ports in East Africa, to Arabia (Muscat), to Mekran and Turkey in Asia will be affected by this definition. The total tonnage of these Native ships amounts to some 15,000 tons and these ships will either have to forfeit their rights to be recognised as British ships or seek registration under the English Act. It may of course be argued that the carrying trade with the Persian Gulf and Arabia is being slowly but steadily diverted from Native craft to steam vessels and that the effect of compelling the former to seek registration under the more complicated system contemplated in the English Merchant Shipping Act will only accelerate the disappearance of Native craft as carriers of trade between Bombay and the Persian Gulf—a

process which is already in operation. Looking, however, to the pronounced desire of the Board of Trade to limit the exemption from the General law to the fewest possible cases, it could not be contended that an exemption could well be recommended in favour of this class of Native craft.

5. In reference to Sections 6, 7 and 8 of the Bill, two questions are asked by the Secretary of State. The second question, namely, whether who can answer on behalf of the maritime Government that the powers referred to in these clauses will be properly exercised is one for Government, and Government alone, to decide. In regard to the first question as to the likelihood of any inconvenience arising from the limitation desired by the Government of India, it is clear that if the principle urged by the Board of Trade is accepted, namely, that the Indian Government should only legislate for Home trading vessels and vessels trading on inland waters, the proposed restrictions are of comparatively minor importance and follow logically from the acceptance of the principle. One point only need be noted ; it is with reference to the appointment of Registrars. The Board of Trade apprehend that difficulties might arise from the appointment of the same persons as Registrars under the Imperial as well as under the local Acts. This objection, assuming it to be a valid one. can easily be removed by the appointment of the local Customs officials as local Registrars as opposed to the Port Officers, who would perform the duties of Imperial Registrars.

No. 506, dated the 30th January 1904.

Memo. from the ACTING COMMISSIONER of CUSTOMS, Salt Opium and Abkari,

To the SECRETARY to GOVERNMENT, Marine Department.

Submitted to Government in the Marine Department with reference to Government Resolution No. 108, dated the 9th September 1903.

2. The Acting Commissioner concurs in the views expressed by the Collector.

CHAMBER OF COMMERCE,
BOMBAY, 22nd May 1905.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

Registration of British Ships in British India.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to acknowledge the receipt of your

letter No. 687 of the 19th April 1905, giving cover to copy of a letter from the Government of Bengal, No. 1245, dated 21st July 1904; copy of a Circular letter (No. 4286-S.R., dated 7th July 1904) from the Government of India to the Governments of Madras, Bengal and Burma; and copy of a communication (with its accompaniments) from the Acting Secretary to the Government of Bombay, Marine Department, No. 155-G., dated 14th April 1904, to the address of the Secretary to the Government of India, Finance and Commerce Department. I am also to acknowledge the receipt of your further communication, No. 773 of the 8th instant, with which you forward a copy of the "Bill for the Registration of British Ships in British India," and state—in reply to an enquiry from my Committee—that you are not aware of any measure but this one being in contemplation, and that it would apparently cover the question of the Coasting Trade.

In the first place, I am to state that the Bill mentioned above was referred to my Committee by the Bombay Government on the 26th July 1899 for an expression of opinion, and that the Committee—under date 23rd August 1899—intimated that they did not find any points calling for criticism, and had therefore no remarks to offer on the provisions of the proposed measure.* It is assumed that the Bill of 1899 is identical with the one now under consideration.

If, however, it is proposed to recast the Bill, and to make better provision for the registration of Sailing Ships in British India, I am to say that the Committee of the Bombay Chamber of Commerce would be inclined to agree generally with the recommendations of the Government of Bombay (contained in their letter to the Government of India, No. 155-G., dated 14th April 1904), and would endorse the opinion expressed by the Port Officer of Karachi—which is embodied in the second para. of the letter from the Commissioner in Sind to the Government of Bombay, No. M.-225, dated 1st December 1903,—to the effect that Native Sea-going Craft, irrespective of tonnage, should be registered throughout British India under one and the same law for the sake of uniformity, simplicity and convenience.

They would further suggest that the definition of a "Native Coasting Ship," as given in Part II, Section 8 of the draft of the

* See Report of Bombay Chamber for 1899, pp. 97—99; 232—233.

"Indian Merchant Shipping Bill, 1895," be embodied in the Bill now before you.

For facility of reference I give below the section in question:—

Part II, Chapter II, Section 8.

In this Chapter, "Native Coasting Ship" means a Sailing Ship not square-rigged, which is owned by one or more Indian subjects of Her Majesty and is a Coasting Vessel within the meaning of the Sea Customs Act, 1878."

The Committee would also point out that while it is stated in para. 2 of the letter from the Commissioner in Sind,—to which reference has already been made,—that in Madras and Bengal Presidencies and in Burma the Registration of coasters of any tonnage is compulsory under the Merchant Shipping Act of 1894, the Port Officer of Bombay, in para. 5 of his communication to the Local Government, No. 3720-R., dated 16th October 1903, mentions that there is no properly qualified passed Board of Trade Surveyors stationed at Madras for the purpose of taking all measurements of tonnage.

In conclusion I am to state that the Committee notice a considerable difference between the wording of the present proposed Act and Part II of the Draft of the General Merchant Shipping Bill, reference to which is made by the Hon'ble Mr. Raleigh in his Statement of Objects and Reasons, dated 28th June 1899, attached to the "Bill for Registration of British Ships in British India."—I am, etc.,

C. J. MICHAEL, Acting Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 31st May 1905.

No. 932—1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Registration of British Ships in British India.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 22nd May, and to convey to you their best thanks for the full expression of your views on the point raised in my letter No. 687 of 19th April, 1905—I am, etc.

W. PARSONS, Secretary.

APPENDIX D—1.

RUNNING AGREEMENTS.

No. 24-G. of 1905.

MARINE DEPARTMENT.

BOMBAY CASTLE, 28th January 1905.

To the SECRETARY, CHAMPER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with my letter No. 289-G., dated the 1st August 1904, regarding running agreements between masters and seamen of foreign going vessels, I am directed to state that the Government of India have intimated that in view of the terms of the English Merchant Shipping Act, 1894 (57 and 58 Vict. Cap. 60), any amendment of Section 23 of the Indian Act of 1859 must be confined to :—

(i) Ships legally registered in British India ; and

(ii) Ships legally registered in the United Kingdom, and plying between British India and places outside the United Kingdom.

2. The Government of India are disposed to think that legislation limited to the classes of vessels mentioned would be of little or no practical use ; and they are of opinion that the co-existence of two different systems for the engagement and discharge of seamen would create considerable confusion. I am directed to enquire whether in the opinion of the Chamber the restricted application of the amendment would destroy its practical value.—I have, etc.,

J. SLADEN, Acting Secretary to Government.

CHAMBER OF COMMERCE,

BOMBAY, 16th February 1905.

The ACTING SECY. to GOVT., MARINE DEPT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 24-G., dated 28th January 1905. In that letter it is intimated that for reasons given any amendment of Section 23 of the Indian Merchant Shipping Act of 1859 in the sense contemplat-

ed could apply only to certain specified classes of shipping and it is enquired whether such restriction would not in the opinion of the Committee destroy the practical value of such amendment. It is further suggested that the co-existence of two different systems for the engagement and discharge of seamen would create confusion.

2. I am to say that the Committee have consulted with those most intimately acquainted with the practical bearing of the proposed amendment. They find it to be agreed that while that amendment with its restricted application would no doubt be of less use than if it applied also to ships plying to the United Kingdom, it would still be of great practical value, and would considerably lessen, although it could not altogether do away with, a troublesome and expensive system.

3. It is further pointed out that in effect two systems at present co-exist and have for years co-existed in Bombay; and it is therefore not believed that any confusion would attend the institution of a dual system under the amendment proposed.

4. In conclusion, I am to say that these representations appear to them to be well founded; and they accordingly hope that Government will endeavour to undertake the desired legislation as soon as possible.—I have, etc.,

C. H. ARMSTRONG, Chairman.
FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 15th July 1905.

The ACTING SECY. to GOVT., MARINE DEPT., Bombay.

SIR,—Under instructions of the Committee of the Bombay Chamber of Commerce, I beg to draw your attention to our previous communication of the 16th February last with reference to Section 23 of the Indian Merchant Shipping Act of 1859. As no reply has hitherto reached the Committee, I am desired to approach you again on the proposed amendment of the above Act, as under present conditions great inconvenience and even expense is being caused to the Shipping Companies of this Port.

2. I beg to quote for your information the following instance just reported to the Chamber by the British India Steam Navigation Company° :—

"We beg to inform you that our previously expressed fears as to the consequences of adhering to the present system for the engagement and discharge of seamen are now being realised. This Company has recently been put to much trouble and inconvenience owing to ships' crews—taking advantage of the knowledge that all Agreements expire on 30th June—presenting unreasonable petitions and refusing to go to sea unless their demands are complied with. At the present moment we have as a precautionary measure had to bring a crew over from Calcutta by rail to be in readiness in case it should be impossible to get a crew on this side to sign on by the Karachi Mail Steamer.

"Previous to the enforcement of the present system no such trouble existed, as with Agreements expiring at different dates it was never necessary to engage crews in a wholesale manner, but our experience now is that since the present system was reverted to the attitude of the seaman to his employer at the beginning of January and July is such as to give rise to grave fears that a general strike may take place when so many unemployed seamen are in Port."

3. The situation as described above, in the opinion of the Committee, calls for early and serious consideration, and they hope that Government, with the information now before them, will endeavour to undertake the necessary legislation as soon as possible.—I have, &c.,

C. H. ARMSTRONG, Chairman.
J. B. LESLIE-ROGERS, Secretary.

No. 298-G. OF 1905.

MARINE DEPARTMENT,
BOMBAY CASTLE, 15th July 1905.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 15th instant, relating to the proposed amendment of Section 23 of the Indian Merchant Shipping Act I of 1859, in respect of Running Agreements, and to state that it has been laid before Government.—I have, &c.,

A. R. KING, *for* Secy. to Govt.

° Letter, dated 12th July 1905.

BRITISH INDIA S. N. CO., LTD.,
BOMBAY, 17th July 1905.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

Running Agreements.

DEAR SIR,—In continuation of our letter of 12th instant, we would desire to place on record the grave risk of jeopardising the Mail Services, which have existed in consequence of the legislation regarding the termination of Steamers' Articles on 30th ultimo.

Since the 30th ultimo we have had to sign on up to date 12 new Native Crews representing 880 men, and during the next fortnight we expect to have still as many again.

The result has been that in several of the steamers we have had to send men who have never been to sea, as the supply cannot be met till those who are signing off have been to their homes and re-offer for work. This we submit is a source of real danger to shipping and the safety of passengers and mails and cargo carried.

In the case of the "Henzada" to-day, we would further point out that on Saturday we had to sign on a mixed Engine Crew of Punjabis and Cedee boys, as the usual class of Rutnaghiri men declined to offer for service unless 3 more firemen were appointed. Now the steamer has run for over 20 years with no more men than she has recently had, and for the last 2 years has performed the Persian Gulf Mail Service without hitch with same number of men and the only cause we can ascribe is, that the men consider that under present arrangements they have the whip hand.

The same grievance nearly led to the detention of the Karachi Mail steamer's sailing hence last Friday, 14th instant, but fortunately anticipating the seriousness of the matter we had, as advised you in our letter of 10th instant, wired Calcutta for a Bengal crew These men arrived at 8-30 a.m. at Victoria Terminus on Friday, and steamer moved out of dock at 9 a.m. on her voyage with English Mails for Karachi. It was only through the courtesy of the Shipping Master that we were able in the emergency to arrange for the signing on of the crew. Comment is unnecessary if the possibilities of a late arrival of train had occurred, or had we failed to get the men across in the emergency.

Trusting that the Chamber may see their way to lay these matters before the Government and press for our petition.—We are, etc.,

per pro MACKINNON, MACKENZIE & Co.,
R. G. MONTEATH, Agents.

P.S.—Since writing the above we have received following extract of letter from the Commander, S.S. "Madura," at Karachi:—

"Having a new crew, the firemen, many of whom had not "been to sea before, were all sick and most of them "could take nothing to eat all the way up but some "cabin biscuits which I gave them, and on arrival in "Karachi they were most of them exhausted and unfit "for duty.

"On seeing the condition of the men later, they were tired "and exhausted and required sleep and food, I decided "to delay my departure from Karachi until 5 a.m., Satur- "day morning, as I did not consider it prudent *to* "*endanger the safety of the ship* by leaving that night in "the condition the men were in."

Owing to the above delay the steamer has had to omit Pasni, one of the Mail Contract Ports, so as to make up her time and fulfil other connections. Pasni is a fortnightly port of call only, though the Government of India are pressing the Company to make it weekly.

per pro MACKINNON, MACKENZIE & Co.,
R. G. MONTEATH, Agents.

CHAMBER OF COMMERCE,
BOMBAY, 19th July 1905.

The ACTING SECY. to GOVT., MARINE DEPT., Bombay.

SIR,—In continuation of my letter of the 15th instant, I am directed by the Committee of the Chamber of Commerce to draw your serious attention to the accompanying further information just received from the British India Steam Navigation Company on the subject of "Running Agreements" with Native Crews.

My Committee consider the information as of such grave urgency that they earnestly hope no delay will take place in dealing with

the situation; and they suggest that Government might issue temporary orders at once to relieve the present difficulty.—I have, &c.,

C. H. ARMSTRONG, Chairman.
J. B. LESLIE-ROGERS, Secretary.

Enclosures:—

(*a*) Letter from Agents, British India S. N. Company.
(*b*) Extract letter from Commander S.S. "Madura."

No. 3166G. OF 1905.

MARINE DEPARTMENT,
BOMBAY CASTLE, 27th July 1905.

From J. SLADEN, ESQ., I.C.S., ACTING SECY. TO GOVT.,

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to inform you that the Chamber's letters, dated 19th and 21st July 1905, on the subject of Running Agreements with seamen, have been forwarded to the Government of India.—I have, &c.,

J. SLADEN, Acting Secy. to Govt.

APPENDIX D-2.

LASCAR CREWS.
ALLEGED REPRESSION.

Nos. 157—165.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

From J. CAMPBELL, Esq., I.C.S., UNDER SECY. to GOVT. of INDIA,

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

CALCUTTA, the 17th February 1905.

SIR,—I am directed to forward a copy of the correspondence noted in the margin, on the subject of exactions from lascars. The Board of Trade have drawn attention to the oppression to which lascars may sometimes be subjected, and to the possible effects of such oppression; and they desire to be informed whether practical measures can be devised to prevent

Despatch from Secretary of State, No. 106 (Revenue), dated 24th July 1903, and enclosures.
Despatch to Secretary of State, No. 165, dated 19th May 1904.
Despatch from Secretary of State, No. 198 (Revenue), dated 30th December 1904, and enclosures.

or minimise the abuses which are at present alleged to exist. It is suggested that owners of vessels on which lascars are employed might be willing to co-operate to this end, if approached officially in the matter.

2. The abuses to which the Consul at Port Said has drawn attention undoubtedly exist, although there is at present no accurate information as to the extent to which they are prevalent, and the Government of India agree that all practicable means should be taken to prevent them. The remedy, however, appears to be in the hands of the ship-owners themselves, and the Government of India are doubtful whether any action which they could take would be effectual, or would assist in a material degree to promote the object in view. It is to the interest of ship-owners to check an abuse which, if it be permitted to assume serious proportions, will prejudicially affect the supply of lascars; without effective co-operation on their part, nothing can be done, while, on the other hand, if they take up the question vigorously, it is probable that action on the part of the Government will be unnecessary.

3. I am to request that the Government of India may be favoured with the Chamber's advice regarding the measures which should be adopted with the object of repressing or preventing the abuses to which the Board of Trade refer. In particular, I am to ask that, if action on the part of the Government is considered necessary or advisable, the scope of that action may be defined as clearly as possible.—I have, etc.,

J. CAMPBELL, Under Secy. to the Govt. of India.

CHAMBER OF COMMERCE,
BOMBAY, 11th April 1905.

The UNDER SECY. to the GOVT. OF INDIA,
Dept. of COMMERCE and INDUSTRY, Simla.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 157-165 of the 17th February 1905, with which you forward copies of correspondence on the subject of exactions from lascars; and request to be informed of the measures which should be adopted with the object of repressing or preventing the practice.

2. The Committee have given the matter very careful consideration, and they have also instituted enquiries on the points alluded to in the correspondence.

3. With regard to the particular abuses referred to in the Secretary of State's Despatch, No. 106 (Revenue), dated 24th July 1903, I am to say that so far as the engagement of lascar crews on this side of India is concerned, the Committee find no evidence to show that any abuse exists.

4. They understand that men are engaged either direct or through a respectable licensed broker, and that the ship pays the fee.

5. With respect to the payments to Serangs, the Committee find that the statement of the Board of Trade is also not borne out by evidence. Bombay lascar crews are a contented lot; and as the demand is increasing, the men are becoming more independent, and cases are known where a Serang has had to pay a fee before a lascar would engage to serve under him.

6. The Committee also find that Shipping Companies in Bombay have received no complaints from the men. They are therefore of opinion that action on the part of Government seems not only unnecessary but unadvisable, and to delay a ship unduly at a Port of Call to thoroughly investigate an occasional suicide—which the best management would be powerless to prevent—would, the Committee consider, be unreasonable.—I have, &c.,

C. H. ARMSTRONG, Chairman.
C. J. MICHAEL, Acting Secretary.

APPENDIX D-3.

LASCAR CREWS.
TRANSFERS AT CONTINENTAL PORTS.

No. 7026 of 1904.

SHIPPING OFFICE,
BOMBAY, 21st December 1904.

To the SECY. BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—Cases have occurred in which Masters of steamers carrying lascar crews engaged in India have, while at a port on the

Continent of Europe, and before the termination of their agreement, transferred such crews to vessels in a port in the United Kingdom. Transfer of this kind may sometimes become necessary, as, for instance, in the case of a steamer being required for the North Atlantic trade, involving navigation in parts of the world precluded by the Indian agreement. Such transfers, however, are not contemplated by Section 125 of the Merchant Shipping Act 1894, and Government are therefore considering the question whether any and, if so, what action should be taken to regularize them. Legislation does not seem to be necessary or desirable, and the requirements of such cases would not be fully satisfied if the preparation of an agreement were left until the lascars came to be transferred at a foreign port.

2. Under these circumstances it has been suggested that a supplementary proviso might be inserted in the form of agreement entered into in India by which the lascars would agree to be transferred, if required, from a port abroad to a port in the United Kingdom, and to serve on any vessel which might be provided subject to the approval of such vessel by the Lascar Transfer Officers. Apparently the stipulation contemplated by this suggestion would be to the general effect that if the parties should hereafter voluntarily agree that the crew should be transferred from the vessel at a port out of the United Kingdom or Australia to another vessel at a port in the United Kingdom or Australia, it should be a condition of any such agreement that the transfer should be approved in the manner prescribed in Section 125 of the Merchant Shipping Act, 1894, by an officer appointed for the purpose, and that the master should be bound to make good to the crew the charge to which they might be put on account of the journey from port to port, together with their wages while they were in transit, and likewise to make good any further loss or damage.

3. Government in referring the matter to me have desired me to obtain the opinion of the Chamber of Commerce on the question. I have the honour, therefore, to request that you will have the goodness to inform me whether the Chamber see any objection to the insertion of a proviso of the nature indicated above in agreements of native crew.—I have, etc.,

R. H. H. HOPKINS, Shipping Master, Bombay.

CHAMBER of COMMERCE,
BOMBAY, 2nd February 1905.

The SHIPPING MASTER, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have to acknowledge the receipt of your letter No. 7026, dated 21st December 1904, and to say that they see no objection to the insertion in the agreements in question of a supplementary proviso of the nature proposed. I am however to say that the wording of the clause suggested at the end of your second paragraph, *i.e.*, "and likewise to make good any further loss or damage" is in their opinion too wide, and that this clause had better be omitted.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER of COMMERCE,
BOMBAY, 21st February 1905.

The SHIPPING MASTER, Bombay.

SIR,—With reference to my letter of the 2nd instant on the subject of transfers of lascar crews from a vessel in a Port in the Continent of Europe to a vessel in a Port in the United Kingdom, I am instructed to say that it has been further represented to the Chamber that any alteration in the Agreement ought also to legalize the transfer of a crew from a ship in a Port in the United Kingdom or Continent to a ship in another Continental Port.

2. I am to add that objection has been taken by one line of steamers to the stipulation that the transfers should require the sanction of a Lascar Transfer Officer, on the ground that any transfer that might be made would be to a British owned ship which would be trading within the limits of the Act. The Committee think it sufficient to beg that you will submit this point for the special consideration of Government.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX D-4.

REGISTRATION OF MARINE SURVEYORS.

THE BOMBAY UNDERWRITERS' ASSOCIATION,

BOMBAY, 19th January 1905.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—With further reference to the Chamber's proposal regarding the registration of Marine Surveyors, we are directed to say that replies have been received in the matter from the London and Liverpool Underwriters' Institutes, both of whom our Committee understand have also communicated with you direct. From their letters it will be seen that these Institutes are prepared to support any proposals to register Surveyors which will tend to improve the situation as regards the survey of damaged cargo arriving at this Port.

London Institute, however, say they cannot agree to any proposal which may place a limit on the discretion of Underwriters in the settlement of any questions that may arise upon the reports or actions of Surveyors such as is implied by the idea of an appeal to the Chamber as arbiters in the case of dissatisfaction being felt with the Surveyor's awards, so that while they are agreeable to the proposal to employ only such Surveyors as may be registered with the Chamber, they do not think it desirable to accept the Chamber of Commerce's final verdict.

As explained in our letter of the 29th July last, our Committee concur with the opinion expressed by the London Institute that the appeal to the Chamber is rather impracticable.

As the matter is of considerable importance, our Committee think that the position may be advanced if a meeting could be arranged between the Chairman or Committee of the Chamber and the Chairman of this Association, and we shall be glad to have your advices as to this—We are, etc.,

A. F. FERGUSON & Co., Secretaries.

CHAMBER of COMMERCE,
BOMBAY, 2nd February 1905.

The SECRETARY, UNDERWRITERS' ASSOCIATION, Bombay.

Registration of Marine Surveyors

DEAR SIRS,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to acknowledge the receipt of your letter of the 19th January on the above subject.

As the result of a discussion which the Honourable Mr. C. H. Armstrong and Mr. Metaxa had with your Chairman on the 30th ultimo, I am now to say that, in the opinion of the Committee of the Bombay Chamber of Commerce, it would be advisable, in the interests of trade generally, that a clause should be inserted in all Marine Policies, covering goods to this Port, that in case of damage the same shall be surveyed and assessed by persons registered by the Bombay Chamber of Commerce as Surveyors, and who hold a license from that body to act in such capacity.

I am to beg that you will place this letter before your Committee and inform me, in due course, whether the suggestion that such a clause would be inserted in Marine Policies meets with their approval and is practicable.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX D-5.

INDIAN STAMP ACT, 1899.
SUGGESTED AMENDMENTS.

MOVEABLE PROPERTY.

No. 1558—1905.

BENGAL CHAMBER of COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 18th September 1905.

From the ACTING SECY., BENGAL CHAMBER of COMMERCE,
To the SECY. to GOVT. of INDIA, FINANCE DEPT.

SIR,—I am directed to address you in continuation of previous correspondence ending with your No. 5475-S.R., dated 7th September 1903, with reference to Article 6 of Schedule I of the Indian Stamp Act, 1899.

2. By Act XV of 1904 the Government of India, in response to representations from the Chamber, altered the provisions of this article. The object of the alteration was to avoid the higher mortgage duty of half per cent., and to permit hypothecations of moveable property—whether intended to secure an existing account or a future advance—being charged with either the duty payable on Bills of Exchange, or half that duty, according as the loan is repayable within a year or within three months of the advance. This object has been effected by repealing Article 6 entirely, and substituting for it the clause set out in section 8 of the later Act. But the new clause (which is quoted below) applies only to pawns or pledges of moveable property. And the Committee of the Chamber are advised that a pawn or pledge implies actual possession; and that it can therefore be only made of something in existence, and the property of the pledger at the time when the security is created. It follows that a hypothecation of property to be afterwards acquired is outside the Article; and that the forms of security most generally in use—*viz.*, hypothecations of goods which are to be brought into presses, or warehouses, produce in the course of manufacture at mills, which is constantly being changed, and all moveable property which is to be purchased from advances—are not entitled to the benefit which was intended to be conferred when the Act was introduced into the Legislature.

3. In the Statement of Objects and Reasons annexed to the Bill, it was expressly mentioned that the higher mortgage duty tended to retard the development of the system of cash credits which had hitherto proved of great assistance to trade. It was therefore proposed to relieve instruments of hypothecation from the higher duty, and to place them all on the same footing, whether their execution was or was not simultaneous with the advances secured by them. But on the Bill being referred to the Select Committee, this object appears to have been strangely lost sight of. The view was accepted that the word "hypothecation," as used in Article 6 of the Act of 1899, was synonymous with pawn or pledge; that that construction had been adopted by the Calcutta High Court in a case reported at page 224 of the 21st volume of the Indian Law Reports; and that the article in question was therefore intended to relate only to cases in which property was actually given in pledge. The Select Committee consequently proceeded to omit all reference to a hypothe-

cation of moveable property ; and the omission has had the effect of withholding a considerable, if not the main, measure of relief contemplated by the new Act.

4. The Committee of the Chamber are advised that the case referred to by the Select Committee is in fact no authority for the construction in aid of which it was invoked. The judgment dealt with the particular instrument which was before the Court, and pronounced that it must be treated as a mortgage, because there was no provision for anything in the nature of a delivery actual or constructive of the property affected, and no pledge of it. The word "hypothecation" is not mentioned or referred to in the judgment ; and it is contended that no valid reason exists for limiting the relief for which the Committee previously asked. I am to add that the Committee are further advised that the insertion of the words "or hypothecation" after the words "pawn or pledge," wherever the latter occur in Article 6 of the Act of 1899, as amended by the Act of 1904, will suffice. And I am to ask that the matter may be re-considered by Government, and that the Act may be further amended in this sense.—I have, &c.,

H. M. HAYWOOD, Acting Secretary.

Clause referred to in para. 2.

"6. AGREEMENT RELATING TO DEPOSIT OF TITLE-DEEDS, PAWN OR PLEDGE, that is to say, any instrument evidencing an agreement relating to—	
(1) the deposit of title-deeds or instruments constituting or being evidence of the title to any property whatever (other than a marketable security), or	

(2) the pawn or pledge of moveable property,	
where such deposit, pawn or pledge has been made by way of security for the repayment of money advanced by way of loan or an existing or future debt—	
(*a*) if such loan or debt is repayable on demand or more than three months from the date of the instrument evidencing the agreement;	The same duty as a Bill of Exchange [No. 13 (*b*)] for the amount secured.
(*b*) if such loan or debt is repayable not more than three months from the date of such instrument.	Half the duty payable on a Bill of Exchange [No. 13 (*b*)] for the amount secured.

STAMP DUTY.

CIRCULAR No. 7.

No. 3554 OF 1905.

GENERAL STAMP OFFICE,

BOMBAY, 14th October 1905.

It has come to the notice of the undersigned that a practice prevails amongst Insurance Companies in Bombay of dividing between two forms the stamp duty payable on one policy of Marine Insurance. As this procedure is irregular and not recognized by law, the undersigned requests that the provisions of the Indian Stamp Act, No. II of 1899, may be strictly adhered to. The correct procedure is

to stamp the original policy with the full stamp duty laid down in Article 47 of Schedule I of the Act, and in the case of the duplicate with that provided in Article 25.

P. R. CADELL, Acting Supdt. of Stamps.

TO ALL INSURANCE COMPANIES,

Bombay.

CHAMBER of COMMERCE,

BOMBAY, 8th November 1905.

P. R. CADELL, ESQ., I.C.S.,

ACTING SUPDT. of STAMPS, Bombay.

SIR,—The attention of my Committee has been drawn to your Circular No. 7—3554 of the 14th ultimo, in which you call the attention of Marine Insurance Companies to a practice which prevails of dividing between two forms the Stamp Duty payable on one Policy of Marine Insurance. You point out that this procedure is irregular, and you refer to various provisions of the Act in support of your contention.

My Committee after having very carefully considered the matter are of opinion that when some years ago the Stamp Duty on Marine Policies was reduced, it was never intended by Government that the stamp should not continue to be divided between an Original and Duplicate Policy as had previously been customary, and in support of this view I am directed to lay before you the following information :—

Under Act XVIII, 1869, the rates for Stamping Marine Policies of Insurance were as follows :—

	If drawn singly.	If drawn in duplicate then for each part.
	Rs. a. p.	Rs. a. p
When the amount insured does not exceed Rs. 1,000 ...	0 4 0	0 2 0
And for every further sum of Rs. 1,000 insured or for every part thereof	0 4 0	0 2 0

Under Act I of 1879—in which is corporated Act I of 1888—the rates for Policies of Insurance were reduced as follows :—

	Rs.	a.	p.
(*a*) In the case of sea-insurance—			
(1) for or upon any voyage—			
(*i*) where the premium or consideration does not exceed the rate of two annas or one-eighth per centum of the amount insured by the policy ...	0	1	0
(*ii*) in any other case, in respect of every full sum of one thousand rupees and also any fractional part of one thousand rupees insured by the policy ...	0	2	0

The reason for this reduction was that representations were made to Government as to the excessive Stamp Duty charged under previous Acts, and Government consented to reduce the rates to the equivalent of those current in England. The rate in England is—

1*d.* in cases where the premium does not exceed the rate of 1-8th per centum.

3*d.* for £100 in every case where the rate exceeds 1-8th per centum.

In the Act of 1879, Government—probably through the omission by some official not conversant with mercantile practice—did not specifically provide for Policies being issued in duplicate. The custom of the trade here is that it is absolutely necessary for Policies of Marine Insurance to be issued in duplicate in order that if one be lost the other may remain as evidence of the contract, and consequently the trade has all along invariably issued Policies in duplicate, in a large majority of instances stamping each half of the Policy with half the full stamp required. In England and the Colonies the custom is for the full stamp at the rate of 3*d.* per £100, to be affixed by Offices to the original Policies, duplicate Policies not being stamped. The Indian Stamp Act has, however, always provided that where Policies are issued in sets, the whole number of the set must be stamped. It is for this reason that on all Policies issued in India the duplicate, as well as the original, must be stamped. It is evident from this that Government, in reducing

the rates to the level of those in force in England, intended to confer a benefit on trade here; but if your contention is upheld, the result of Government's action will be that in future no concession will be given to the trade for any Policies of Insurance covering Rs. 8,000 or under, and it is believed that a large majority of the Policies issued in Bombay come under this head. The custom, ever since the rates were reduced, has been to consider that the Stamp Duty at the rate of 2 annas per thousand must be divided between the original and duplicate Policies.

The interpretation of the existing Act—as now put forward by you—would mean that all Policies up to Rs. 8,000 must pay double the present rate, which certainly was not contemplated by Government when the rates were reduced to the level of those current in England.

This question was raised by you at the beginning of this year and the Underwriters' Association then addressed you at length, pointing out the inconsistency of the contention. They also communicated with the kindred Associations in Madras and Calcutta, both of whom stated that it was the custom of the trade in each place *to divide the duty between the original and duplicate Policies.*

As it is customary for the stamping to be paid by the Assured, any increase in the Stamp Duty will fall on the commercial community, and such an increase would certainly tend to divert business from India to countries where the rate is on a lower scale.

In view of the fact that the custom of stamping duplicate Policies has been recognised in India for over 35 years and has continued since the Act of 1888—which was the first to omit the reference to stamping duplicate Policies—it seems unreasonable to suppose that the intentions of Government have not been carried out for the last 17 years.

Under the circumstances I am directed by my Committee to ask you to be so good as to refer the matter to Government, and pending their reply to kindly withdraw the Circular under reference.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

No. 4077 OF 1905.

GENERAL STAMP OFFICE,
BOMBAY, 25th November 1905.

From P. R. CADELL, ESQ., I.C.S., ACTING SUPDT. of STAMPS, Bombay.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated 8th instant, I have the honour to state that the Circular No. 7/3554, dated 14th October 1905, issued by me is in accordance with the stamp law as it stands. The Superintendents of Stamps, Calcutta and Madras, have expressed their concurrence in the reading of the law on which the circular is based, and I regret that I am unable to refer a matter to Government on which personally I have no doubt. If the Chamber considers the opinion expressed by me to be incorrect or if they desire an amendment of the law, I would suggest their addressing Government direct on the subject. I have, &c.,

P. R. CADELL, Superintendent of Stamps.

CHAMBER of COMMERCE,
BOMBAY, 30th November 1905.

The SECRETARY, DEPARTMENT of COMMERCE and INDUSTRY,
GOVERNMENT of INDIA,
Calcutta.

SIR,—With reference to the accompanying copy of Circular No. 7, dated 14th October 1905, issued to all Marine Insurance Companies by the Acting Superintendent of Stamps, Bombay, I am instructed to place before you a copy of the Chamber's representation on the subject together with the reply they have received. The above-mentioned correspondence fully explains itself, and there is no need to here recapitulate the points at issue. Though my Committee recognise that the contention of the Superintendent may be technically correct, they feel that due consideration should be given to the fact that the practice of dividing the stamps between the original and duplicate Policies has been recognised in India for over 36 years and has continued since the Act of 1888; and they consequently cannot suppose that the intentions of Government have not been carried out for the last 17 years. Moreover, as it is the custom for

the stamping to be paid by the Assured, it follows that any increase in the Stamp Duty must necessarily fall on the commercial community, and this may lead to insurances being placed elsewhere.

My Committee would therefore beg that the Stamp Act may be so amended as to allow of the custom which has been in vogue here for many years—namely, to divide the stamp between the original and duplicate Policies—to be continued, or, in the alternative, that Marine Policies should be specially exempted from the operation of Clause 67 of the Stamp Act, so that the original Policy may bear the full Stamp Duty and the duplicate be unstamped as is the custom in England.—I have, &c.,

C. H. ARMSTRONG, Chairman.

J. B. LESLIE-ROGERS, Secretary.

No. 6796-Exc.

GOVERNMENT OF INDIA.

FINANCE DEPARTMENT.

CALCUTTA, the 7th December 1905.

From H. F. HOWARD, ESQ., I.C.S., UNDER-SECY. to the GOVT. of INDIA.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 30th November 1905, addressed to the Department of Commerce and Industry, regarding the payment of Stamp Duty on Marine Insurance Policies. I am to say that the letter will be submitted for the consideration of the Government of India.—I have, &c.,

H. F. HOWARD, Under-Secy. to the Govt. of India.

APPENDIX E-1.

INDIAN MERCHANDISE MARKS ACT.

No. 6820 OF 1905.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 24th August 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward copy of a letter No. 3636-3640-C., dated 20th July 1905, from the Government of India on the subject

of a proposal to abrogate in respect of the class of goods covered by Section 10 (1) (*d*) of the Merchandise Marks Act the rule which requires that a specific indication of the country of origin should be given, and to request that you will be so good as to favour this Government with the opinion of the Chamber on it.—I have, etc.,

G. KEATINGE, Under-Secy. to Govt.

No. 3636—3640-C.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

Dated 20th July 1905.

To the SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT, Bombay.

SIR,—The Government of India have recently had under their consideration the question of the advisability of modifying the practice, which at present obtains at Indian ports, in respect of the marking of the country of origin on imported goods. The law on this subject is contained in section 18 of the Sea Customs Act, 1878 (VIII of 1878), as amended by section 10 (1) of the Indian Merchandise Marks Act, 1889 (IV of 1889), and by the Sea Customs Amendment Act, 1904 (XVI of 1904). Sub-section (1), clause (*d*) of section 10 of the Merchandise Marks Act, read with section 2, sub-section (2), clause (*b*), and sub-section (3), prohibits the importation into British India of goods bearing any false description, statement or other indication, direct or indirect, as to the place or country in which they were made or produced; while sub-section (1), clause (*e*) of section 10 of the Act, prohibits the importation of goods made or produced beyond the limits of the United Kingdom or British India, and having applied to them any name or trade-mark being, or purporting to be, the name or trade-mark of any manufacturer, trader or dealer in either country, if the goods do not bear a definite and conspicuous indication of the country in which they were actually made or produced.

2. The prohibition contained in clause (*e*) is conditional on the non-application of the counter indication prescribed in sub-clauses (*i*) and (*ii*); and, as the provisions of the law are clear and specific, and as there appears to be no valid ground for any alteration in

this respect, the Government of India do not propose to introduce any change in respect of the marking of this class of goods.

3. The absolute prohibition contained in clause (*d*) becomes applicable only when the goods bear a false trade description; and it is a question of fact to be determined on the merits in each individual case, whether the marking on any goods does amount to a "false trade description." The Government of India are disposed to think that this point has been to some extent overlooked in the course of the previous discussions on the subject; and they consider that there has been a tendency to apply the provisions of sub-clauses (*i*) and (*ii*) of clause (*e*) to cases falling under clause (*d*), in a manner much more rigid than the law contemplated, or than the requirements of legitimate trade necessitated. For example, goods described in the English language—the use of which is held to be in itself indicative of British origin or goods bearing some pictorial or other representation calculated to deceive the purchaser as to their real origin—are not admitted into British India unless on the analogy of section 10 (1) (*e*), and in accordance with paragraph 2 of the Executive Instructions issued with the Resolution in the Finance and Commerce Department, No. 2914-S.R., dated the 6th July 1896, such direct or indirect trade description is corrected by a specific indication of the country of production or manufacture. This practice is not authorised by any of the provisions of the Act; and the Government of India consider that it should now be modified to the extent proposed in paragraph 4 below.

4. In the year 1901 the Chambers of Commerce were consulted as to the suitability of the words "made abroad" as a counter indication applicable to goods manufactured outside the United Kingdom and India. The majority of the Chambers were then opposed to any change in the existing system; they considered that the words "made abroad" would prove to be too indefinite an indication for practical purposes, and were inclined to think that such an indication would frequently be misconstrued by the average Indian purchaser. The Government of India accepted this opinion; and they informed the Secretary of State that, in view of the attitude assumed by the Chambers of Commerce on the question, they were not prepared to agree to any alteration of the practice then in force. The attention of the Government of India has again been drawn to this question by the Resolution passed at the

recent Conference of Indian and Ceylon Chambers of Commerce; and in view of the terms of that Resolution, they are of opinion that subject to any thing which may be urged by the Government of Bombay and by the commercial associations concerned, it will probably be advisable to abrogate, in respect of the class of goods covered by section 10 (1) (*d*) of the Act, the existing rule which requires that a specific indication of the country in which the goods were actually made or produced must be given. They consider that such expressions as "not made in the United Kingdom or in India," "foreign make," "foreign produce," "made abroad" and allied phrases, may be accepted as counter indications sufficient to render admissible a trade description which would, if unaccompanied by any such qualifying phrase, be held to be a false trade description.

5. I am to request that the Government of India may be favoured, at an early date, with the views of His Excellency the Governor in Council on this question, after consultation with the Bombay and Karachi Chambers of Commerce and such other commercial bodies as it may be deemed advisable to refer to.—I have, etc.,

J. CAMPBELL, Under-Secy. to the Govt. of India.

CHAMBER of COMMERCE,
BOMBAY, 7th September 1905.

The UNDER-SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT, Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge receipt of your letter No. 6820 of the 24th August last, proposing the abrogation (in respect of the class of goods covered by section 10 (1) (*d*) of the Merchandise Marks Act) of the existing rule which requires that a specific indication of the country of origin must be given.

2. My Committee approve of the suggestion made that it should be permissible in future for foreign goods to be stamped, with some such phrase as, "made abroad," "foreign make" or "foreign produce." But it is thought that the mere abrogation of the above mentioned rule may not in itself retard the present diversion of

trade from British merchants to foreign competitors, since the latter will continue to have the option of naming the country of origin if they choose. It is believed the abrogation proposed will have the effect of retaining, for example, the words "made in Germany," or "made in Austria," etc., in case of such merchandise as has already captured the Indian market, whereas inferior imitations of the above from the same or other foreign countries will use the words "made abroad" or "foreign make", and with such indications pass off their hitherto more or less unsaleable goods, as the better class German or Austrian manufactures. That is to say, the abrogation of the Act will tend to help the inferior as against the superior foreign article, while not appreciably benefitting the British merchant.

3. My Committee are consequently of opinion that an amendment of the Act is not only desirable but would be more effective in attaining the end in view, if it were made compulsory that only such designations as "foreign make," "made abroad," "foreign produce," &c., be used, without the actual mention of the name of the foreign country of origin. Exception would, however, be made in this respect in favour of all British Colonies and Dependencies, the goods and produce of which would be permitted to bear their respective names, such as "made in Canada," "produce of Australia," or some other phrase which would clearly show they were made or produced within the limits of the British Empire.—I have, etc.,

C. H. ARMSTRONG, Chairman.
J. B. LESLIE-ROGERS, Secretary.

CLASSIFICATION OF IMPORTED COTTON GOODS.

No. 8341 of 1905.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 13th October 1905.

From G. MONTEATH, Esq., I.C.S.,
Acting UNDER-SECRETARY to the GOVERNMENT of BOMBAY,

To the SECRETARY, CHAMBER of COMMERCE, BOMBAY.

SIR,—I am directed to forward the accompanying copy of a letter from the Government of India, Nos. 5270-5273, dated 23rd Septem-

ber 1905, and its accompaniment on the subject of a proposal regarding the procedure for the proper differentiation between "piece-goods" and "apparel," and to request that you will be so good as to favour Government with the views of the Chamber on the point raised in the letter.—I have, etc.,

G. MONTEATH, Acting Under-Secy. to Govt.

No. 5270–5273.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

CUSTOMS.

From J. CAMPBELL, ESQ.,

UNDER-SECRETARY to the GOVERNMENT of INDIA,

To the SECRETARY to the GOVERNMENT of MADRAS,
Revenue Department.

„ SECRETARY to the GOVERNMENT of BOMBAY,
Revenue Department.

„ SECRETARY to the GOVERNMENT of BENGAL,
Financial Department.

„ REVENUE SECRETARY to the GOVERNMENT of Burma.

SIMLA, the 23rd September 1905.

SIR,—The Government of India have recently had under consideration the question of the proper classification, for fiscal purposes, of imported cotton goods. These goods may be assessed to customs duty either as "apparel" under Article 17 of Schedule IV of the Indian Tariff Act, 1894 (VIII of 1894), or as "piece-goods" or "all other manufactured cotton goods not otherwise described" under Article 30; or under other less important heads of the Tariff Schedule. The existing orders on the subject are contained in various letters* issued by the Finance and Commerce Department, but the Government of India are now satisfied that these orders do not afford a satisfactory means of determining under which head of the Schedule any particular article should be classed. The orders of 1896 prescribed a basis of distinction between

* No. 2589-S. R., dated 15th June 1896
No. 6634-S.R., dated 15th September 1902.
No. 861-S.R., dated 18th February 1904.

"apparel" and "piece-goods," which appears to be opposed to the usage of the trade; and the instructions conveyed in 1902 formulated a definition of "piece-goods" which was accepted as of general application until the beginning of 1904, when it was explained that the definition should be regarded as applying solely to a particular class of cotton prints. These instructions, which are in some respects indefinite and conflicting, have resulted in considerable diversity of practice in the treatment, for fiscal purposes, of certain classes of cotton fabrics at the various ports; and the Government of India are of opinion that instructions, which will be sufficiently explicit and precise to prevent such divergencies in future, are required both in the interests of the trade and of the Government.

2. The basis of the system which it is proposed to adopt will be a comprehensive and authoritative list of "cotton piece-goods," the commercial acceptation of that term being accepted as the determining factor in the preparation of the list. It should contain all articles, manufactured from cotton, which are definitely recognised by the usage of the trade as "piece-goods"; and all articles included in this list will be excluded from the category of "apparel," irrespectively of the manner in which they are made up, or of the purposes for which they are intended to be employed. In order to facilitate the preparation of the list, I am directed to request that $\frac{\text{His Excellency the Governor in Council}}{\text{His Honour the Lieutenant-Governor}}$ will favour the Government of India with his opinion as to the classes of goods which should be included in it, after consultation with the local Customs officials, the $\frac{\text{Madras}}{\text{Bombay and Karachi}}$ $\frac{}{\text{Bengal}}$ $\frac{}{\text{Rangoon}}$ Chamber (s) of Commerce, and such other commercial association as $\frac{\text{His Excellency}}{\text{His Honour}}$ may consider it advisable to refer to. In this connection, I am to invite attention to the descriptions of cotton goods which have been declared* to be piece-goods for the purposes of the Indian Merchandise Marks Act, to the "List of cotton goods recognised as piece-goods in the trade"—forwarded with a letter (copy enclosed) from the Collector of Customs, Bombay, No. C.-14380, dated the 10th November 1905—and to the articles classified as piece-goods in the statistical classification lists for imports of private merchandise.

* In Government of India Notification, No. 1430, dated 6th April 1891.

3. All "piece-goods" so categorically enumerated will be declared to be assessable under Article 30 of Schedule IV of the Indian Tariff Act; and a Customs officer dealing with any imported article made of cotton—not being hosiery—which is not specifically included in the list of piece-goods authoritatively issued by the Government of India, will have to consider whether it should be treated as "apparel" under Article 17, or as "other manufactured cotton goods not otherwise described," under Article 30 of the Schedule. In determining whether an article is in fact an article of apparel, the following definition of that term may usefully be referred to :—

> "Articles of clothing for personal use or wear, which have been so cut, shaped, sewn, or otherwise treated as to be ready for use or wear without further manipulation, or without further manipulation save of an unimportant character."

4. All articles of cotton, which are neither "piece-goods" nor "apparel," as defined in the foregoing paragraphs, and which are not specifically included in any other head of the Tariff Schedules, will in general be assessed to import duty under Article 30 as "other manufactured cotton goods not otherwise described."—I have, etc.,

J. CAMPBELL, Under Secy. to the Govt. of India.

No. C.-14380, dated 10th November 1903.

Memo. from—E. GRAY, ESQ., I.C.S.,
COLLECTOR OF CUSTOMS AND OPIUM, Bombay,
To the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, Bombay.

The ruling contained in Customs Circular XI of 1896 has been applied at this Customs House only to the particular articles referred to in the ruling. Handkerchiefs, towels and shawls, when imported singly or in lengths held together only by the warp, have been passed at 5 per cent. *ad valorem* as apparel. When imported in the piece, they have been treated as piece-goods. Towels, it need hardly be added, are never imported in the piece—at least they have not been so within the experience of this Custom House.

2. As regards cotton goods which are recognised in the trade as *piece-goods*, a list is submitted which has been framed in consultation with the Chamber of Commerce. It is of course clear that no such list can be regarded as quite comprehensive—but it is believed that for practical purposes the present list will furnish an

adequate basis for differentiation and will resolve the doubts of the Appraising Department, both at this Custom House and at Karachi. Only one comment is necessary on this list. As pointed out in the foot-note, the term "scarves" has been taken to include cotton goods which are known in Calcutta as shawls and in Karachi as chudders and dupetas.

3. In conclusion it should be noted that only such articles as are admittedly recognized in the trade as piece-goods have been included in this list, and that no reason beyond such custom has been admitted as justifying inclusion in this list.

List of cotton goods recognised as Piece-goods in the Trade.

Brocades.
Cambrics.
Checks, Spots and Stripes.
Chudders.
Coatings.*
Crape.
Crimps.
Denims.
Dhotis (single or in pairs).
Domestics.
Dorias.
Drills.
Flannel and Flanellettes.
Harvards.
Italian cloth.
Jaconets.
Jeans.
Lappets.
Lawns.
Lenos.
Long cloth.
Madapollams.
Mulls.
Muslins.
Nainsooks.
Net.
Oxford Shirtings.
Printers.
Prints (including Printed Meltons).
Saris (single or in pairs).
Scarves.†
Sheetings.
Shirtings.‡
Silecia.
Spanish Stripes.
Tanjibs.
Trousecings.
Twills.
T. Cloth and Mexicans.
Velvet and Velveteen.
Venetian cloth.
Zephyr cloth.

* Coatings include Tweeds, Cashmeres and Serges.
† Scarves include Cotton Shawls, Chudders and Dupetas.
‡ Shirtings include Dyed Shirtings, Umbrella cloth.

BOMBAY CUSTOM HOUSE; The 10th November 1903.

E. GRAY,
Collector of Customs and Opium.

CHAMBER OF COMMERCE,
BOMBAY, 3rd November 1905.

The ACTING UNDER-SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT, Bombay.

SIR,—I have the honour to acknowledge receipt of your No. 8341 of the 13th October 1905, covering a copy of a letter from the Government of India Nos. 5270—5273, dated the 23rd September 1905, and its accompaniment, regarding a proposed procedure for a proper differentiation between "piece-goods," and "apparel."

In reply, I am to say that my Committee, after due consideration of the subject, are of opinion that a comprehensive and authoritative list of cotton piece-goods, such as is desired by the Government of India, would be difficult, if not impossible, of attainment, owing to the constant changes in the manufacture of cotton goods, and the many new varieties that are continuously being introduced. An exhaustive list that would adequately differentiate between the two classes, and that would at the same time be correct and up to date is therefore not considered feasible under existing conditions.

In these circumstances my Committee would venture to suggest for the consideration of Government that the difficulty now felt by the Customs Authorities could be overcome by a decision to tax all imported cotton cloth, unless made up into garments, at an uniform rate of 3½ per cent. Difficulties regarding assessment could not then arise; and a decision of this nature would, it is felt, be a great convenience to all who are interested in the importation of such goods.

If, however, this proposal does not commend itself to Government, my Committee can only suggest that in view of the fact that an exhaustive list of cotton piece-goods is not possible, the Customs Department might in the first instance, when a difficulty arises, consult with the local Chamber of Commerce as to whether in their opinion the goods in question should be assessed at 5 or 3½ per cent. The eventual decision should, however, be acquiesced in at all the different ports.

In conclusion, I am directed to submit the following additional items of cotton goods which might be included in the list mentioned in the Bombay Collector of Customs' letter of the 10th November 1903, *viz.*:—Picture and Printed Handkerchiefs, Prayer Mats, Blankets, Socks, Rep Cloth, Silkettes, Satteens, Coloured

Shirtings, Meltons, Undershirts, Towels, Ducks, Gauzes, Khaki Regattas, Galateas, Sarongs, Grenadines, Chiffons, and Sailcloths. The item "Towels" has been advisedly included in the list as towels manufactured in the local mills pay an Excise Duty of only 3½ per cent. as against 5 per cent. on the imported article. This extra duty it is felt places the latter at a disadvantage; and my Committee therefore consider that with a view to adjusting matters the locally manufactured and imported towels should be placed on an equal footing on the 3½ per cent list.—I have, etc.,

C. H. ARMSTRONG, Chairman.

J. B. LESLIE-ROGERS, Secretary.

APPENDIX E-2.

REGISTRATION OF TRADE MARKS IN THE ARGENTINE REPUBLIC.

No. 4585-4586.

GOVERNMENT OF INDIA,

DEPARTMENT of COMMERCE AND INDUSTRY,

SIMLA, the 29th August 1905.

TO THE SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward, for the information of the Chamber, the following extract from the Board of Trade Journal of the 3rd August 1905:—

"*Argentina.*—In the report from H. M. Legation at Buenos Ayres, recently issued by the Foreign Office, the following advice to British exporters is noted:—

"It is very important for foreign trade-marks on imported articles to be promptly registered in the Argentine Republic, as cases have occurred where the trade-mark of a well-known firm has been adopted and registered by an unscrupulous person and the real owner prosecuted for using it; the latter may even be cast in damages.

The use of a showy and distinctive mark, combined with lavish advertising, will do more than mere quality alone to ensure a large sale in this country.

"It is also important to note that a contract signed in the United Kingdom cannot be enforced in Argentina unless it has been *visé* at an Argentine Consulate in the United Kingdom."—I have, &c.,

J. CAMPBELL, Under-Secy. to the Govt. of India.

Nos. 4836-4842-68-3.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
SIMLA, the 7th September 1905.
(COMMERCE AND TRADE.)

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—In continuation of my letter No. 4585-4586 of the 29th August 1905, I am directed to forward, for the information of the Chamber, a copy of a Despatch from the British Consul at Buenos Ayres to His Majesty's Secretary of State for Foreign Affairs, No. 8 Commercial, dated the 19th July 1905, on the subject of the registration of Trade-Marks in the Argentine Republic.—I have, etc.,

J. CAMPBELL, Under-Secy. to the Govt. of India.

FOREIGN OFFICE,
August 16th, 1905.

THE UNDER-SECRETARY of STATE, INDIA OFFICE.

SIR,—I am directed by the Marquis of Lansdowne to transmit herewith, to be laid before the Secretary of State for India, the accompanying copy of a despatch from His Majesty's Consul in Buenos Ayres respecting the registration of Trade-Marks in the Argentine Republic.

I am to suggest that, should the Secretary of State see no objection thereto, the attention of traders in India should be drawn to the matter.

A copy of Consul Ross' despatch has been forwarded to the Board of Trade.—I am, &c.,

(Sd.) E. GORST.

No. 8 COMMERCIAL.

BRITISH CONSULATE,

BUENOS AYRES, 19th July 1905.

HIS MAJESTY'S PRINCIPAL SECRETARY OF STATE FOR FOREIGN AFFAIRS.

MY LORD,—I have the honour to report that my attention has lately been drawn to the question of registration of Trade-Marks in this country by British (including Colonial) manufacturers and exporters. It is evident from what has come under my notice that the importance of registration in this country of marks, well known and therefore valuable, is not understood or appreciated by British merchants.

According to the Argentine law it is permissible for any one to register a trade-mark for one class or for any number of different classes of goods, provided that mark has not already been registered in this country. The cost of registration including agent's fees is about £10 and the time necessary to obtain registration some six weeks. The registration gives protection for ten years.

The results of non-registration may be very serious. The registered (in this country) owner of a mark, though he may be only a man of straw, can lay an embargo on all goods he may find bearing that mark, although such goods may have been made by the original owner of the mark and have been legitimately introduced into this country. This man of straw may have to be bought off by the owner of the mark, or the manufacturer has to invent and push another mark. This has actually occurred recently to a Canadian lobster canning firm which has been selling for some years in Argentina under a special mark. The firm now finds that it may not import its own goods into this country under that mark because the mark has been registered by a firm of importers in Buenos Ayres. So far as I can learn, there is no way of getting over the difficulty except that of buying up the owner of the mark.

I have to suggest that in view of the importance of the subject a notice be inserted in the Board of Trade Journal and that a communication be made to the leading Chambers of Commerce such as those of London, Liverpool, Manchester and Sheffield and to the Governments of Canada, South Africa and Australia.

Registration can be effected by an agent acting under a power of attorney in the form enclosed. The power should be certified to by an Argentine Consul.

If necessary I can furnish the name of a reliable patent agent in Buenos Ayres.—I have, &c.,

(Sd.) A. CARNEGIE ROSS,
His Britannic Majesty's Consul.

(FORM)

PODER ESPECIAL.

El abajo firmado (1) domiciliado en (2) de la Sociedad (3) debidamente autorizado, declara por las presentes otorgar a (4) vecino de la Ciudad de Buenos Ayres, poder especial amplio y bastante para recabar de las Oficinas y Autoridades Nacionales en la Republica Argentina, que corresponden la obtencion de los Certificados de Registro de las Marcas de Fabrica y de Comercio que usa para distinguir (5) que fabrican y comercian.

A cuyo efecto le faculta para dar ante dichas Autoridades todos los pasos necesarios al objeto indicado, elevar solicitudes, formular descripciones, protestas, declaraciones, apelaciones y reclamos: oblar todos los impuestos, cuotas y pagos determinados por la ley: recibir todos los documentos y valores, dando el descargo respective: llenar cualesquiera otros requisitos y tomar en fin, todas las medidas que creyere conducentes al resguardo de mis intereses, declarando desde ahora valodo y bueno cuanto hiciere dicho Senor en bien mio, dandole asimismo facultad para sustituir el presente si asi lo juzgare conveniente:—

Dado y firmado en (6)...el de...190.

(1) Secretary or Director, if a Company.
(2) Address.
(3) Name of Company.
(4) Name of Attorney or can be left in blank.
(5) To be left in blank.
(6) Town and date.

The above to be attested by a Notary Public and his signature to be legalised by an Argentine Consul.

APPENDIX E.-3.

TARIFF VALUES OF COTTON GOODS.

No. 6146-A. of 1905.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 29th July 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—The Government of India have recently had under consideration the question of the intervals at which the tariff values of cotton goods fixed under Section 7 of the Cotton Duties Act, 1896 (II of 1896), should be revised. Half-yearly revisions were introduced in 1899 at the instance of the Bombay Millowners' Association, but it is understood that that body is now opposed to revisions at half-yearly intervals, on the ground that frequent changes in the valuations tend to hamper trade, and to affect running contracts. The Government of India are disposed to think that the fiscal advantages of half-yearly revisions are not commensurate with the possible embarrassment to trade which may be occasioned thereby.

2. I am directed to request that you will be so good as to furnish to this Government, for transmission to the Government of India, the views of the Chamber on the subject.

3. I am to explain that the Government of India will in any case reserve the right, in the interests both of the Government and of traders, to revise the tariff valuations at any period, in the event of a material fluctuation occurring in the prices of cotton goods.—I have, &c.,

G. KEATINGE, Under Secy. to Govt.

CHAMBER OF COMMERCE,
BOMBAY, 17th August 1905.

The UNDER SECRETARY to GOVERNMENT,

REVENUE DEPT., Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 6146A of the 29th ultimo, on the question of the intervals at which the tariff values of cotton goods, fixed under Section 7 of the Cotton Duties Act, 1896, should be revised. The subject has received

the most careful consideration of the Committee of the Chamber of Commerce, and I am instructed to express their views as follow :—

(1) My Committee are of opinion that, in order to adequately deal with the problem of tariff revisions for goods made locally, it is essential, in the first place, to thoroughly understand the true position of the importing firms. For instance, an importer from England of cotton cloth has to pay Import Duty on the market price in Bombay on the day the goods are landed. If, therefore, as has been the case quite lately, a merchant sells Lancashire cloth at a price *including Duty* (shipments to arrive six to nine months after date of sale), he has, so far as duty is concerned, to run the risk of the Bombay Market for many months. Should the market prices rise, as they have done considerably of late, he loses, for when he made his arrival sale, he reckoned for Import Duty 3½ per cent. upon the then value of the cloth delivered in the Bombay Harbour. If, on the other hand, the market falls, the importer ought to be benefitted, but in practice this is not so, as it is found that duty has always to be paid on market or invoice value, whichever happens to be highest at the time the goods are landed.

(2) The principle of the excise when originally arranged was to equalise matters as between the importer and the local manufacturer. This desirable equilibrium, however, cannot be maintained without the institution of frequent revisions. By granting the local manufacturers a tariff rate fixed for some months ahead, they are put in a better position than the importer, who is obliged to pay "ad valorem" on the day the goods arrive in Port.

(3) While my Committee have no desire to throw difficulties in the way of the local manufacturers, they feel that the principle on which excise is based and the importers' position in the matter, should be fully considered by Government when dealing with the question.—I have, etc.,

C. H. ARMSTRONG, Chairman,
J. B. LESLIE-ROGERS, Secretary.

No. 787 of 1906.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 26th January 1906.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter, dated 17th August 1905, I am directed to state that the

Government of India have now decided that the tariff values of cotton goods, fixed under Section 7 of the Cotton Duties Act, 1896, (II of 1896), should in future be revised annually in December of each year instead of, as hitherto, at intervals of six months. The Supreme Government reserve the right, however, to revise the tariff valuations at any period, in the event of a material fluctuation occurring in the prices of cotton goods.—I have, etc.,

G. MONTEATH, Acting Under Secy. to Govt.

APPENDIX E-4.

SUGAR DUTIES TARIFF VALUATIONS.

No. 400 OF 1905.

CHAMBER OF COMMERCE,
KARACHI, 26th July 1905.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

Tariff Valuation on Sugar.

SIR,—It has been suggested to the Committee of this Chamber that a fixed tariff value for beet sugar would be more advantageous to Sugar Importers than the present system of adjusting the tariff value to the current market rate every twelve months or so,—a system that only leads to uncertainty, speculation, and possible loss. Further, it has been suggested by a Sub-Committee of this Chamber that the Government of India be moved to legislate in the direction of fixing the tariff value. The Committee, before addressing Government on the subject, would be glad to receive the views of your Committee on the matter, and to know if your Chamber would be disposed to support a representation in the direction indicated.—Yours faithfully,

C. H. CHETHAM, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 4th August 1905.

The SECRETARY, CHAMBER OF COMMERCE, Karachi.

DEAR SIR,—Your letter of the 26th July last regarding a fixed tariff value for beet sugar has been duly considered by my Com-

mittee, and I am instructed to state that this and kindred points have been discussed several times here within the last two years with responsible Government Officials. The suggestion put forward by my Committee was, however, not for a permanent tariff value, but only for a period of three years. But as special legislation would be necessary even for this short period, Government declined to undertake it: the principle of the tariff being "ad valorem," with a few fixed rates for convenience, and these subject to alteration at any time.

Considering all the circumstances, and the attitude of Government towards the proposed change, my Committee decided not to proceed any further with the subject under discussion; and they are still of opinion that a representation to Government at present would not lead to any tangible results.

In conclusion, I am directed to forward you copies of some previous correspondence, which though not bearing directly on your letter, may yet prove of interest to your Committee in connection with the question of tariff valuations.—I am, etc.,

J. B. LESLIE-ROGERS, Secretary.

Telegram from Bombay Chamber to Government of India, Finance Department, dated 14th November 1905:—

Committee, Bombay Chamber, request urgent attention of Government to present tariff value for crystallised beet sugar being three rupees over nett landed value. Present tariff rupees eleven—ten; Market rate nine—twelve; equals eight—ten net. Further decline market rate expected. Request immediate adjustment tariff rate.

Similar telegram to Department of Commerce and Industry.

CHAMBER OF COMMERCE,
BOMBAY, 14th November 1905.

The SECRETARY to the GOVERNMENT of INDIA,
FINANCE DEPT., Calcutta.

SIR,—I beg to confirm the following telegram despatched to your address this day:—"Committee, Bombay Chamber, request urgent attention of Government to present tariff value for crystallis-

ed beet sugar being three rupees over nett landed value. Present tariff rupees eleven—ten; Market rate nine—twelve; equals eight—ten net. Further decline market rate expected. Request immediate adjustment tariff rate."

With reference to the above, my Committee direct me to explain that in the ordinary course fresh tariff valuations will not be fixed until the 1st January next, but as large quantities of new crop sugar are arriving now and will continue to arrive between the present time and during the remainder of the current year, they beg to approach Government on the subject with a view to adjusting the tariff valuation before the prescribed date abovementioned, otherwise merchants will lose heavily on their imports of sugar during the next month and a half.—I have, etc.,

J. R. LESLIE-ROGERS,
Secretary.

Similar letter to Department of Commerce and Industry.

No. 6592-18-4 Customs.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY,
CALCUTTA, the 15th November 1905.
(CUSTOMS.)

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your telegram, dated the 14th instant, in which the Chamber ask for the immediate adjustment of the present tariff valuation of crystallised beet sugar, which is said to be higher by 3 rupees than the nett value of sugar landed at Bombay. I am to say that your telegram will be submitted for the consideration of the Government of India.—I have, etc.,

J. CAMPBELL,
Under Secy. to Govt. of India.

Telegram from Government of India, Commerce and Industry Department, to Bombay Chamber, dated 16th November 1905:—

Your telegram, 14th, sugar valuations. Director-General, Commercial Intelligence, will be in Bombay on 20th, and has arranged

for a conference with Chamber on 22nd regarding valuations. Final orders will issue shortly after his return to Calcutta.

Telegram from Government of India, Commerce and Industry Department, to Bombay Chamber, dated 6th December 1905 :—

Notification will issue in next Saturday's Gazette, revising with effect from that date sugar tariff valuations as follows:—Sugar, China, candy rupees sixteen annas four. Loaf excluding cube and chopped, rupees twelve. Crystallised beet, rupees nine. Soft, rupees nine. China, rupees nine annas eight. Egypt, rupees nine annas two. Java, rupees nine. Mauritius, rupees eight annas ten. Molasses, rupees two annas twelve. All other sorts *ad valorem*.

APPENDIX E-5.

AMENDMENT OF TARIFF SCHEDULE.

CUSTOMS CIRCULAR No. 1 of 1906.

Notification.—By the Government of India, Department of Commerce and Industry, Nos. 7641—78, dated the 23rd December 1905.

IN exercise of the powers conferred by sections 22 and 23 of the Sea Customs Act, 1878 (VIII of 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act (1894) Amendment Act, 1896 (III of 1896), and as further altered from time to time by notifications of the Governor General in Council, the Governor General in Council is pleased to fix, with effect from the 1st January 1906, for the articles specified in column 2 of the schedule hereto annexed the tariff values stated in column 4 of the said schedule.

Provided that nothing in this notification shall affect any additional duty imposed under the powers conferred by sections 8A and 8B of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act Amendment Act, 1899 (XIV of 1899), the Indian Tariff (Amendment) Act, 1902 (VIII of 1902), the Indian Tariff (Amendment) Act, 1903 (XII of 1903), and the Indian Tariff (Amendment) Act, 1904 (XI of 1904).

SCHEDULE IV.—(IMPORT TARIFF).

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Animals, living.		Rs. a.	
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds...	...	.....	Free.
	Articles of Food and Drink.			
2	COFFEE	cwt.	35 0	Five per cent.
3	FRUITS AND VEGETABLES (except fresh fruits and vegetables not separately enumerated, which are free)—			
	Almonds without shell	,,	48 0	,,
	,, in the shell	,,	13 0	,,
	,, (kagazi)	,,	35 0	,,
	Cashew or cajoo kernels... ...	,,	16 0	,,
	Cocoanuts, Straits	thousand.	60 0	,,
	,, others	,,	32 0	,,
	,, kernel (khopra) ...	cwt.	13 8	,,
	Currants, in cases...	,,	14 0	,,
	,, in cans	,,	26 0	,,
	,, other	,,	14 0	,,
	Dates, dry, in bags	,,	6 8	,,
	,, wet ,, baskets and bundles ...	,,	4 4	,,
	,, ,, in pots, boxes, tins and crates	,,	8 0	,,
	Figs, Persian, dried	,,	8 0	,,
	Garlic	,,	5 0	,,
	Hops	...	...	Free.
	Pistachio nuts	cwt.	25 0	Five per cent.
	Prunes, Bussora (álu-Bokhara)...	,,	23 0	,,
	Raisins, black	,,	8 0	,,
	,, kishmish, Persian Gulf...	,,	13 0	,,
	,, Munakka ,, ,, ...	,,	8 0	,,
	,, other sorts	...	*ad valorem*	,,
	Walnuts, Persian	cwt.	8 0	,,
	All other sorts of fruits and vegetables	...	*ad valorem*	,,
4	GRAIN AND PULSE, including broken grain and pulse, but not including flour	...	...	Free.
5	MINERAL AND ÆRATED WATERS, and all unfermented and non-alcoholic beverages	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink—*contd.*		Rs a.	
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—			
	Bacon	...	*ad valorem*	Five per cent.
	Beef and Pork	...	"	"
	Biche de mer	...	"	"
	Butter	lb.	1 4	"
	Cheese	...	*ad valorem*	"
	China preserves in syrup ...	Box of six jars.	4 8	"
	" " dry, candied ...	lb.	0 4½	"
	Cocum...	cwt.	3 8	"
	Fish-maws	...	...	Free.
	Flour	...	*ad valorem*	Five per cent.
	Ghi	cwt.	48 0	"
	Margarine	lb.	1 4	"
	Pork hams	...	*ad valorem*	"
	Sago...	cwt.	7 0	"
	Shark-fins	...	...	Free.
	Singally and sozille	...	...	"
	Tapioca	cwt.	8 0	Five per cent.
	Vinegar, in casks	...	*ad valorem*	Two and one-half per cent.
	" not in casks—			
	Persian...	Imperial gallon.	1 8	Five per cent.
	Indian	"	0 6	"
	All other sorts of provisions, oilman's stores and groceries ...	...	*ad valorem*	"
7	SPICES—			
	Betelnuts, raw or coloured, whole or split from Goa ...	cwt.	13 8	"
	" " Ceylon ...	"	10 0	"
	" " Straits ...	"	7 4	"
	" — all other sorts including boiled	...	*ad valorem*	"
	Chillies, dry	cwt.	13 0	"
	Cloves	"	35 0	"
	" stems and heads	"	6 12	"
	" in seeds, narlavang ...	"	11 0	"
	Ginger, dry	"	12 0	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink— *concld.*			
			Rs. a.	
	SPICES—*concld.*			Five
	Mace	lb.	1 0	per cent.
	Nutmegs	,,	0 5	,,
	,, in shell	,,	0 4	,,
	Pepper, black	cwt.	35 0	,,
	,, white	,,	55 0	,,
8	All other sorts of spices	...	*ad valorem*	,,
	SUGAR, China, Candy...	cwt.	16 4	,,
	,, loaf (excluding cube and chopped)	,,	12 0	,,
	,, crystallized, beet	,,	9 0	,,
	,, ,, and soft (other than beet) refined in the United Kingdom	,,	9 0	,,
	,, ,, and soft, refined in China ...	,,	9 8	,,
	,, ,, ,, from Egypt ...	,,	9 2	,,
	,, ,, ,, white from Java above 20 Dutch standard...	,,	9 0	,,
	,, ,, ,, from Mauritius ...	,,	8 10	,,
	Molasses	,,	2 12	,,
	Sugar, all other sorts, including saccharine produce of all kinds and confectionery ...	...	*ad valorem*	
9	TEA, black	lb.	0 8	,,
	,, green	,,	0 10	,,
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials.			
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	,,	0 1½	,,
	Alkali, Indian (sajji-khár) ...	cwt.	2 0	,,
	Alum	,,	4 8	,,
	Arsenic (other than European)...	,,	23 0	,,
	,, (China mansil)	,,	19 0	,,
	,, other sorts	...	*ad valorem*	,,
	Bicarbonate of soda	cwt	6 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*contd.*		Rs. a.	
	CHEMICAL PRODUCTS AND PREPARATIONS—*concld.*			
	Copperas, green	...	*ad valorem*	Two and one half per cent.
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, including detonators and blasting fuse	...	„	Five per cent.
	Sal ammoniac	cwt.	30 0	„
	Sulphate of copper	„	17 8	„
	Sulphur (brimstone), flour ...	„	5 8	„
	„ („), roll ...	„	5 4	„
	„ („), rough ...	„	5 0	„
	All other sorts of chemical products and preparations, including saltpetre, borax, grape sugar and glucose, but excluding nitrate of soda, muriate of potash, sulphate of ammonia, sulphate of potash, and kainit salts, which are free	...	*ad valorem*	„
11	DRUGS, MEDICINES AND NARCOTICS—			
	Aloes, black	cwt.	18 0	„
	„ Socotra	„	15 8	„
	Aloe-wood	lb.	6 0	„
	Asafœtida (hing)...	cwt.	75 0	„
	„ coarse (hingra) ...	„	16 0	„
	Atáry, Persian	„	15 0	„
	Bánslochan (bamboo camphor)...	lb.	0 4	„
	Brimstone (amalsára)	cwt.	16 0	„
	Calumba root	„	9 0	„
	Camphor, refined, cake	lb.	2 0	„
	„ partially refined, cake, in blocks of about 13 lbs.	„	1 10	„
	„ crude, in powder ...	„	1 8	„
	Cassia lignea	cwt.	28 0	„
	China root (chobchini), rough ...	„	9 0	„
	„ („), scraped...	„	18 0	„
	Cocaine	...	*ad valorem*	„
	Cubebs	cwt.	19 0	„
	Galangal, China	„	4 8	„
	Pellitory (akalkára)	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*concld.*		Rs. a.	
	DRUGS, MEDICINES AND NARCOTICS—*concld.*			
	Peppermint crystals	...	*ad valorem*	Five per cent.
	Quinine and other alkaloids of cinchona...	...	...	Free.
	Salep	cwt	85 0	Five per cent.
	Senna leaves	„	5 0	„
	Storax, liquid (rose melloes or salaras)	„	31 0	„
	Tobacco, unmanufactured ...	...	...	Free.
	„ manufactured	...	*ad valorem*	Five per cent.
	All other sorts of drugs, medicines and narcotics, except opium (for which see Schedule III)	...	„	„
12	DYEING AND TANNING MATERIALS—			
	Alizarine dye, dry, 40 per cent.	lb.	1 4½	„
	„ „ „ 50 „ ...	„	1 8½	„
	„ „ „ 60 „ ...	„	1 12	„
	„ „ „ 70 „ ...	„	2 0½	„
	„ „ „ 80 „ ...	„	2 4½	„
	„ „ „ 100 „ ...	„	2 12	„
	„ „ moist, 10 „ ...	„	0 4½	„
	„ „ „ 16 „ ...	„	0 7	„
	„ „ „ 20 „ ...	„	0 8	„
	Aniline „ „ indigo, blue...	„	0 6½	„
	„ „ dry	„	0 1½	„
	„ salts	...	*ad valorem*	„
	Avar bark	cwt.	4 0	„
	Buzgand (gulpista)	„	40 0	„
	Cochineal	lb.	1 8	„
	Gallnuts (myrabolams)	...	*ad valorem*	„
	„ Persian	cwt.	40 0	„
	Madder or manjit...	„	8 8	„
	Orchilla weed	„	3 8	„
	Sappan wood and root	...	*ad valorem*	„
	Turmeric	...	„	„
	All other sorts of dyeing and tanning materials	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals.		Rs. a.	
13	HARDWARE AND CUTLERY, including ironmongery and plated-ware, and also including machines, tools, and implements to be worked by manual or animal labour. [*Exceptions, which are free*: (i) Water-lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry, which the Governor-General in Council may, by notification in the *Gazette of India*, exempt; (ii) the following agricultural implements, when constructed so that they can be worked by manual or animal power, namely, winnowers, threshers, mowing and reaping machines, elevators, seed-crushers, chaff-cutters, root-cutters, horse and bullock gears, ploughs, cultivators, scarifiers, harrows, clod-crushers, seed-drills, hay-tedders, and rakes; (iii) the following dairy appliances, when constructed so that they can be worked by manual or animal power, namely, cream separators, milk sterilizing or pasteurizing plant, milk aërating and cooling apparatus, churns, butter dryers and butter workers; (iv) the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks; (v) box backs and swells and rough unshaped bobbin ends, when imported by or on behalf of a manufacturer or mill-owner, and certified by him to be intended exclusively for use in his mill] ...	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd*		Rs. a.	
14	MACHINERY, namely, prime-movers and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam rollers, fire engines and other machines in which the prime-mover is not separable from the operative parts ...	...	...	Free.
	Machinery (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and including belting of all materials for driving machinery.			
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	Note—Machinery and component parts thereof made of substances other than metal are included in this entry.			
15	METALS, unwrought and wrought, and articles made of metals—			
	Brass, orsidue and leaves, European	...	*ad valorem*	Five per cent.
	Brass, orsidue and leaves, China	...	»	»

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Brass, patent or yellow metal, sheathing, sheets, brazier's, and plates	cwt.	46 0	Five per cent.
	Brass, patent or yellow metal, sheathing, sheets, brazier's, and plates (old)	„	31 0	„
	Brass sheets, flat or in rolls, very thin	„	145 0	„
	„ wire	...	*ad valorem*	
	„ all other sorts	...	„	„
	Copper, bolt and bar, rolled ...	...	„	„
	„ braziers and sheets up to ¼ in. thick	cwt.	56 0	„
	„ nails and composition nails	...	*ad valorem*	„
	„ old...	cwt.	42 0	„
	„ pigs, tiles, ingots, cakes, bricks and slabs ...	„	53 0	„
	„ plate over ¼ in. thick and sheathing	„	60 0	„
	„ China, white, copperware	lb.	1 2	„
	„ foil or dankpana, white, 10½ in. × 4½ in. ...	hundred leaves.	1 14	„
	„ foil or dankpana, coloured, 10½ in. × 4½ in. ...	„	2 0	„
	„ wire, including phosphor-bronze...	...	*ad valorem*	„
	„ all other sorts, unmanufactured and manufactured except current coin of the Government of India, which is free... ...	...	„	„
	German silver	...	„	„
	Gold bullion and coin	...	...	Free.
	Gold leaf	...	*ad valorem*	Five per cent.
	Iron, anchors and cables.	...	„	One per cent.
	„ Lowmoor and similar qualities, all descriptions...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron, angle, T, other than Lowmoor or Swedish ...	ton	100 0	One per cent.
	„ angle and T, other than Lowmoor or Swedish if galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ bar	...	„	„
	„ „ Swedish and similar qualities	ton	150 0	„
	„ „ Swedish and similar qualities, nail-rod, round-rod & square, under half an inch in diameter....	„	155 0	„
	„ „ other kinds	„	100 0	„
	„ „ other kinds, nail-rod, round-rod, & square, under half an inch in diameter	„	105 0	„
	„ „ other kinds if galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ beams, joists, pillars, girders, bridge-work, and other such descriptions of iron imported exclusively for building purposes ...	...	„	„
	„ channel including channel for carriages	...	„	„
	„ plate and sheet, Swedish and charcoal	...	„	„
	„ bars, plates, and sheets, Swedish and charcoal, if galvanised, tinned, or leadcoated	...	„	„
	„ plate, other kinds, above ¼ inch thick, and strips ...	ton	100	„
	„ sheet other kinds up to ¼ inch thick	„	115 0	„
	„ plates, sheets, (other than corrugated) and strips other kinds, galvanized, tinned, lead-coated, or planished...	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron sheets, corrugated, galvanised or black	ton	180 0	One per cent.
	„ hoop	„	115 0	„
	„ nails, rose, wire, and flat-headed	cwt.	8 8 0	„
	„ nails, other kinds, including galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ nuts and bolts, also hooks and nuts for roofing, galvanized or black ...	...	„	„
	„ old	cwt.	2 0	„
	„ pig	...	*ad valorem*	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	„	„
	„ rails, chairs, sleepers, and fish-plates, other than those described in No. 60, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie-bars.	...	„	„
	„ rice-bowls	...	„	„
	„ ridging, guttering, and continuous roofing ...	...	„	„
	„ rivets and washers, all sorts	...	„	„
	„ wire, including fencing wire and wire rope, but excluding wire-netting...	...	„	„
	„ cans, tinned, when imported containing petroleum which is separately assessed to duty at one anna per Imperial gallon under No. 16	Can	0 3	Five per cent.
	„ all other sorts, including discs or circles and wire-netting	...	*ad valorem*	

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
15	**Metals and Manufactures of Metals—*contd.***		Rs. a.	
	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Lametta	...	*ad valorem*	Five per cent.
	Lead, all sorts (except sheets for tea-chests which are free) ...	...	„	„
	Quicksilver	lb.	1 2	„
	Shot, bird	cwt.	15 0	„
	Silver bullion or coin, except current coin of the Government of India, which is free...	...	*ad valorem*	„
	Steel anchors and cables ...	...	„	One per cent.
	„ blooms	...	„	„
	„ angle, T, ...	ton	100 0	„
	„ „ „ and hoop, if galvanised, tinned or lead-coated	...	*ad valorem*	„
	„ bars (other than cast steel),	ton	100 0	„
	„ „ Swedish	...	*ad valorem*	„
	„ „ nail-rod, round rod, and square, under ½ inch in diameter	ton	105 0	„
	„ bar, galvanised, tinned, lead-coated, planished, or polished	...	*ad valorem*	„
	„ channel, including channel for carriages	...	„	„
	„ plates above ¼ inch thick, and strips	ton	100 0	„
	„ sheets up to ⅛ inch thick...	„	115 0	„
	„ plates, sheets, other than corrugated strips, if gavanized, tinned, lead-coated, or planished ...	...	*ad valorem*	„
	„ sheets, corrugated, galvanised or black	ton	180 0	„
	„ hoop...	„	135 0	„
	„ nails...	...	*ad valorem*	„
	„ nuts and bolts, also hooks and nuts for roofing, galvanised or black ...	...	„	„
	„ old	ton	130 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*			
	METALS, unwrought and wrought, and articles made of metals—*concld.*		Rs. a.	
	Steel beams, joists, pillars, girders, bridge-work, and other such descriptions of steel, imported exclusively for building purposes.	...	*ad valorem*	One per cent.
	„ cast and blistered, including spring and tub steel	...	„	„
	„ ridging, guttering, and continuous roofing	...	„	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows tees, sockets, flanges, and the like	...	„	„
	„ rails, chairs, sleepers, and fish-plates other than those described in No. 60, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie-bars	...	„	„
	„ rivets and washers, all sorts	...	„	„
	„ wire, including fencing wire and wire rope, but excluding wire-netting	...	„	„
	„ cans, tinned, when imported containing petroleum, which is separately assessed duty at one anna per Imperial gallon under No. 16	can	0 3	Five per cent.
	„ all other sorts, including discs or circles and wire-netting	...	*ad valorem*	„
	Tin, block	cwt.	105 0	„
	„ foil, and other sorts... ...	...	*ad valorem*	„
	Zinc or spelter, nails	...	„	„
	„ „ tiles or slabs, soft.	cwt.	22 0	„
	„ „ „ „ hard.	„	18 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*concld.*			
	Zinc or spelter, all other sorts including boiler tiles	...	*ad valorem*	Five per cent.
	All other sorts of metals... ...	...	»	»
	Oils.			
16	PETROLEUM, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosene, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum	Imperial gallon.	...	One anna.
	PETROLEUM, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes	...	*ad valorem*	Five per cent.
	PETROLEUM, which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively as fuel	...	»	»
	Cocoanut oil	cwt.	19 0	»
	All other sorts of oil, animal or vegetable (including otto of all kinds), and mineral, including paraffin wax	...	*ad valorem*	»

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*			
17	APPAREL, including drapery, haberdashery, and millinery, and military and other uniforms and accoutrements; but excluding cotton-hosiery (for which see No. 30) and boots and shoes (for which see No. 45) and excluding also uniforms, and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free ...	...	*ad valorem*	Five per cent.
18	ART, WORKS OF, except (1) statuary and pictures intended to be put up for the public benefit in a public place, and (2) memorials of a public character intended to be put up in a public place, including the materials used, or to be used, in their construction, whether worked or not, which are free	...	"	"
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves	...	...	Free.
20	BOOKS, printed, including covers for printed books, maps, charts and plans, proofs, music, and manuscripts...	...	...	"
21	BRISTLES AND FIBRE, for brushes and brooms	...	...	"
22	BRUSHES AND BROOMS, all sorts ...	...	*ad valorem*	Five per cent.
23	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fire-clay, earthenware piping, lime, and other kinds not otherwise described	...	"	"
24	CABINET-WARE AND FURNITURE...	...	"	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
25	CARRIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheel-barrows, and all other sorts of conveyances, and component parts thereof, but excluding motor cars, designed to carry goods and containing a prime-mover, which are free ...	...	*ad valorem*	Five per cent.
26	CHINESE AND JAPANESE-WARE, including lacquered-ware, but excluding earthenware, china, and porcelain (for which see No. 32) ...	...	"	"
27	CLOCKS, WATCHES, and other time-keepers, and parts thereof ...	...	"	"
28	COAL, COKE, AND PATENT FUEL ...	...	...	Free.
29	CORDAGE, Rope and Twine made of any vegetable fibre	...	*ad valorem*	Five per cent.
30	COTTON, AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	" twist and yarn	...	...	"
	" sewing thread	...	...	"
	" piece-goods, hosiery, and all other manufactured cotton goods not otherwise described...	...	*ad valorem*	Three and one-half per cent.
31	EARTH, COMMON CLAY, AND SAND.	...	...	Free.
32	EARTHENWARE (except earthenware piping, for which see No. 25), china, china clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent
33	FANS OF ALL KINDS, except common palm-leaf fans, which are free ...	...	"	"
34	FIREWORKS, all sorts, including fulminating-powder	...	"	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
35	FLAX AND ARTICLES MADE OF FLAX including linen-thread ...	...	*ad valorem*	Five per cent.
36	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing, and other vessels	...	"	"
37	GUMS, GUM-RESINS, and articles made of gum or gum resin—			
	Copal	...	"	"
	Cutch and gambier	cwt.	20 0	"
	Gamboge	lb.	1 8	"
	Gum Ammoniac	cwt.	10 0	"
	" Arabic	"	13 0	"
	" Bdellium	...	*ad valorem*	"
	" Benjamin, ras	cwt.	20 0	"
	" " cowrie	"	70 0	"
	" Bysabol (coarse myrrh) ...	"	23 0	"
	" Olibanum or frankincense.	...	...	Free.
	" Persian (false)	cwt.	10 8	Five per cent.
	Myrrh	"	40 0	"
	Rosin	"	9 0	"
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha...	...	*ad valorem*	"
38	HEMP, including Manilla hemp, and articles made therefrom	...	"	"
39	HIDES AND SKINS (except raw or salted hides and skins, which are free), including parchment and vellum, gold beaters' skins, and all other descriptions of hides or skins	...	"	"
40	HORN	...	...	Free.
	HORN, articles made of, not otherwise described	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
41	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof— Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus, and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free. Military band instruments (other than stringed instruments), imported by a regiment of His Majesty's regular forces serving in India, and certified by the officer commanding the regiment to be for the *bonâ fide* exclusive use of the regimental band, and the following accessories thereto, are also free of duty :— Silver buckles for drums. | Ropes for drums. Silver buttons for drums. | Bags for bagpipes. Green broadcloth for drums. | Cord for bagpipes. Green silk ribbon for drums. | Drones for bagpipes. Ribbons for bagpipes.	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—*contd.*			
	Pipe tassels for bag pipes. Cardholders. Carriages (brown or black). Crooks. Cases (leather or wooden). Fingertops. Mouthpieces and caps therefor. Reeds. Springs. Snares. Valve tops and needles.			
42	IVORY AND IVORY-WARE—			
	Unmanufactured—			
	Elephants' grinders	cwt.	350 0	Five per cent.
	„ tusks (other than hollows, centres, and points), each exceeding 20lb. in weight, and hollows, centres, and points, each weighing 10lb. and over...	„	750 0	„
	Elephants' tusks (other than hollows, centres, and points) not less than 10lb. and not exceeding 20lb. each, and hollows, centres, and points, each weighing less than 10lb...	„	650 0	„
	Elephants' tusks, each less than 10lb. (other than hollows, centres, and points)	„	500 0	„
	Sea-cow or moye teeth, each not less than 4lb.	„	200 0	„
	Sea-cow or moye teeth, each not less than 3lb. and under 4lb.	„	185 0	„
	Sea-cow or moye teeth, each less than 3lb.	„	135 0	„
	All other sorts, manufactured and unmanufactured	...	*ad valorem*	„
43	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silver-ware, plain.. .. ... (Other than European.)	tola	1 0	Five per cent.
	„ embossed or chased. (Other than European.)	„	1 4	„
	All other sorts, except precious stones and pearls, unset, which are free	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
44	JUTE, raw	...	...	Free.
	„ articles made of, except second-hand or used gunny bags, which are free	...	*ad valorem*	Five per cent.
45	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery, except saddlery of a military pattern imported by an officer of His Majesty's regular forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free ...	...	„	„
46	MALT	...	„	„
47	MANURES of all kinds, including animal bones	...	...	Free.
48	OILCAKE, also bran, fodder, and cattle-food of all kinds	...	...	„
49	OIL-CLOTH AND FLOOR-CLOTH, including linerusta, linoleum, and tarpaulins	...	*ad valorem*	Five per cent.
50	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	14 0	„
	„ white, dry	„	16 0	„
	Ochre, other than European, all colours	„	2 4	„
	Paints, composition	...	*ad valorem*	„
	„ patent driers	...	„	„
	Turpentine	Imperial gallon.	3 0	„
	Verdigris	...	*ad valorem*	„
	Vermilion, Canton	box of 90 bundles.	100	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	PAINTS, COLOURS, PAINTERS' MATERIALS, &C.—*concld.*			
	Zinc, white, dry	...	*ad valorem*	Five per cent.
	All other sorts, including glue and putty	...	"	"
51	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs, and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing, but excluding trade catalogues and advertising circulars imported by packet, book or parcel post, which are free ...	...	"	"
	" articles made of paper and papier-mâché...	...	"	"
52	PERFUMERY—			
	Gowla, husked and unhusked ...	cwt.	36 0	"
	Kapurkachri (zedoary)	"	17 8	"
	Patch leaves (patchouli) ...	"	12 0	"
	Rose-flowers, dried	"	15 8	"
	Rose-water...	Imperial gallon.	2 0	"
	All other sorts, except perfumed spirit (for which see Schedule III) ...	...	*ad valorem*	"
53	PITCH, TAR, AND DAMMER—			
	Bitumen	...	"	"
	Dammer	cwt.	5 0	"
	Pitch, American and European.	...	*ad valorem*	"
	" coal	cwt.	3 8	"
	Tar, American and European...	"	6 8	"
	" coal	"	4 0	"
	" mineral	...	*ad valorem*	"
54	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free.
55	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians and onyx)	...	...	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
56	PULP of wood, straw, rags, paper, and other materials	...	...	Free.
57	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, and stereo-blocks, but not including paper...	...	...	"
58	RAGS	...	...	"
59	RACKS for the withering of tea leaf.	...	...	"
60	RAILWAY MATERIAL for permanent-way and rolling-stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, wagons, traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a railway company, namely, cranes, water cranes, water tanks, and standards, wire and other materials for fencing: Provided that for the purpose of this exemption "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State, under the suzerainty of His Majesty, and also such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein.	...	...	"
61	SEEDS—			
	Castor	cwt.	5 0	Five per cent.
	Cummin	"	11 8	"
	" black	...	*ad valorem*	"
	Linseed	cwt.	5 0	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*			
	SEEDS—*contd.*		Rs. a.	
	Methi	cwt.	4 0	Five per cent.
	Mustard, rape, or sarson... ...	,,	6 4	,,
	Poppy	,,	5 8	,,
	Quince, bihidána...	,,	64 0	,,
	Til or jinjili	,,	7 0	,,
	All other sorts	...	*ad valorem*	,,
62	SHELLS AND COWRIES—			
	Chanks—large shells, for cameos	...	,,	,,
	,, white, live	...	,,	,,
	,, ,, dead	...	,,	,,
	Cowras	...	,,	,,
	Cowries, bazar, common ...	cwt.	3 12	,,
	,, yellow, superior quality	,,	5 0	,,
	,, Maldive	,,	5 8	,,
	,, sankhla	,,	51 0	,,
	Mother-of-pearl, nacre	...	...	Free.
	Nakhla	cwt.	98 0	Five per cent.
	Tortoise-shell	lb.	6 0	,,
	,, nakh	,,	4 0	,,
	All other sorts, including articles made of shell, not otherwise described	...	*ad valorem*	,,
63	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, launches, boats, and barges, imported entire or in sections	...	...	Free.
64	SILK AND ARTICLES MADE OF SILK—			
	Bokhara	lb.	9 0	Five per cent.
	Floss	...	*ad valorem*	,,
	Piece-goods	...	,,	,,
	Sewing thread, China	...	,,	,,
	Raw silk—Chaharam, Cochin-China, and yellow Shanghai ...	lb.	5 4	,,
	Mathow	,,	2 12	,,
	Other kinds of China...	,,	6 12	,,
	Waste and Kachra ...	...	*ad valorem*	,,
	Panjam	lb.	2 2	,,

SCHEDULE IV.—(IMPORT TARIFF)—*concld.*

GENERAL DUTIES—*concld.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*concld.*		Rs. a.	
	SILK AND ARTICLES MADE OF SILK —*concld.*			
	Raw Silk——Persian	lb.	5 0	Five per cent.
	Siam	„	2 0	„
	All other sorts, including cocoons.	...	*ad valorem*	„
65	SOAP	...	„	„
66	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals	...	...	Free.
67	STATIONERY, excluding paper (for which see No. 51)	...	*ad valorem*	Five per cent.
68	STONE AND MARBLE, and articles made of stone and marble... ...	...	„	„
69	TALLOW AND GREASE, including stearine	...	„	„
70	TEA CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk.	...	...	Free.
71	TEXTILE FABRICS not otherwise described	...	*ad valorem*	Five per cent.
72	TOILET REQUISITES not otherwise described	...	„	„
73	TOYS, including toy-books, and requisites for all games	...	„	„
74	UMBRELLAS, parasols and sunshades of all kinds	...	„	„
75	WALKING STICKS and sticks for umbrellas, parasols and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines ...	...	„	„
76	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	„	„
77	WOOL, raw	...	—	Free.
	„ articles made of, including felt	...	*ad valorem*	Five per cent.
78	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule	...	„	„

APPENDIX E-6.

THE TOBACCO ACT IN BOMBAY.

5, PATEL STREET,
FORT, BOMBAY, 21st March 1905.

No. O-462.

The CHAIRMAN, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—Enclosed we beg to hand you copy of a petition presented to the Collector of Customs, Bombay, and also the original reply received from him. We wish to remind you that when obtaining the signatures to this petition we solicited your assistance, and your reply was that you could only move in the event of the reply from the Collector being unfavourable to our petition. As you will see by the enclosed letter the Collector states he is not prepared to make any representations to Government, and as this is a matter affecting the welfare of a large section of the community, we trust you will now render the Tobacco License Holders of Bombay the assistance they stand in need of.—We are, etc.,

for British-American Tobacco Co., Ld.,
Sub-Depôt, Bombay,
J. M. C. AUSTIN.

To E. GRAY, ESQ., I.C.S.,
COLLECTOR OF CUSTOMS, OPIUM AND ABKARI, Bombay.

The humble Petition of the undersigned dealers and holders of Licenses for imported Tobacco, Cigars and Cigarettes in the City and Island of Bombay,

SHEWETH,—

Your petitioners beg most respectfully to lay before you the grievances to which they are at present subject in respect to the enforcement of Section No. 9 of the Bombay Abkari Act IV of 1857, having reference to the fact that a pass or permit is required for moving or transferring Tobacco, Cigarettes or Cigars from the premises of one dealer to another, after the Octroi duty has been paid within the limits of Bombay.

Your petitioners beg to point out that all foreign Tobaccos, Cigarettes and Cigars are imported into Bombay from abroad by the way of sea excepting Indian Cigars which are received from Southern India by Railway and also a small quantity of Tobacco and Cigarettes, and your petitioners fully recognise the importance of the precautionary measures taken by the Custom House Authorities of Bombay in requiring the attendance of a Customs peon, when removing Tobacco from the dock, shed or Railway Station to the Tobacco Warehouse, in order that the proper Octroi duty may be collected. But when once the Octroi duty has been paid, it is a matter of no importance to the Government whether this Tobacco is removed from one dealer to another, or indeed what becomes of it. Your petitioners beg to give the following instances of the difficulties, often resulting in loss of trade, which they have to undergo if the system of obtaining permits is strictly observed.

(1) Permits are issued daily between the hours of 10-30 A. M. and 5 P. M. with the exception of Sundays and holidays, while the business hours of many tobacconists is from 6 A. M. to 9 P. M., including Sundays and holidays, therefore in accordance with the Act, it is impossible for dealers to transact any business except between the hours of 10-30 A. M. and 5 P. M. This places them in a very awkward position especially as a large amount of business is required to be done by mofussil dealers before 11 A. M. and after 5 P. M.

(2) By this Act a licensee is not allowed to transfer a single tin or packet of Cigarettes or Tobacco from his shop to another without a permit, which often results in loss of trade, or the risk of a fine if he does not wait for a permit. Supposing a customer along with other articles requires a certain brand of Cigarettes which the shopkeeper may not at the time have in stock. In order to oblige his customer the dealer would offer to send for it from a neighbouring shop, but unless he infringes the Act, he must ask the customer to wait while he obtains a permit, the average time required for which is two hours. The loss of time also caused to mofussil merchants when buying small lots is very great, and these instances are of daily occurrence.

(3). Assuming that a dealer has obtained a permit as required, and despatches the goods by his servant to his customer and which for some reason are not approved of, or if a bargain has been made

to pay the bearer on receipt of the goods and payment is not forthcoming, naturally the goods have to be brought back to the dealer's shop. But the servant has no permit for the return journey and the result is he is probably caught carrying tobacco without a permit and a fine is inflicted through no fault of the dealers.

Your Petitioners would further point out that 4 seers is the maximum quantity allowed to be removed by smokers for private consumption or by mofussil merchants without a permit, but the quantity bought at one time by a mofussil merchant often amounts to a large quantity.

If you will kindly refer to the laws existing in the other large ports of India, you will see that there are no restrictions of this sort, and your Petitioners would point out that the Tobacco and Cigarette trade in these ports has increased much more in proportion than it has in Bombay, a fact which can be borne out by the Import lists.

Your Petitioners humbly request and pray that you will give your kind consideration to this their Petition with a view to the abolition of this Act as regards Imported Tobacco and Cigarettes, it having been originally constructed with regard to Country Tobacco only, and when the Imported Tobacco trade was of very small dimensions.

And Your Petitioners in duty bound will ever pray.

Bombay, 1st September 1904.

No. $\frac{T}{2222}$ OF 1905.

BOMBAY CUSTOM HOUSE,
13th March 1905.

TO THE MANAGER, MESSRS. SPENCER CO., LD.,
Church Gate Street, Bombay.

SIR,—With reference to your petition of the 1st September received on the 6th October last on behalf of the dealers and holders

of Licenses for Cigars, Cigarettes, &c., I have the honour to inform you that I am not prepared to make any representation to Government with a view to the amendment of the Tobacco Act.—I have, &c.,

E. GRAY,
Collector of Customs & Opium.

CHAMBER OF COMMERCE,
BOMBAY, 5th April 1905.

THE COLLECTOR OF LAND REVENUE, CUSTOMS & OPIUM, Bombay.

SIR,—The Committee of the Bombay Chamber of Commerce have had before them a copy of a petition recently addressed to you by certain dealers and holders of Licenses for imported Tobacco, Cigars, &c., with respect to the enforcement of Section 9 of the Bombay Abkari Act, requiring them to obtain "permits" for the purpose of moving or transferring (within the limits of Bombay) Tobacco, Cigarettes or Cigars from the premises of one dealer to another, after the Octroi duty has been paid. The Committee have also been furnished with your reply No. T/2222 of the 13th ultimo in which it is stated that you are not prepared to make any representation to Government with a view to the amendment of the Tobacco Act.

2. The contention of the petitioners appears however to be fair and reasonable, and it also seems to the Committee that the present restriction tends to hamper trade.

3. Before deciding as to the advisability or otherwise of taking any definite action in the matter, the Committee would esteem it a favour if you would let them know whether there are any practical difficulties in the way of complying with the petitioners' request, and if so, what the real objection is to relaxing the Rules in the direction indicated in the petition. The Committee would also be glad to know if it is a fact, as mentioned in the last paragraph of the petition, that at other Indian ports there is no such restriction.—I have, &c.,

C. J. MICHAEL,
Acting Secretary.

No. $\frac{T}{2381}$ OF 1905-1906.

BOMBAY COLLECTOR'S OFFICE,
TOBACCO DEPARTMENT,
29th April 1905.

TO THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—With reference to your letter, dated 5th April, I have the honour to inform you that after careful consideration, I agree with my predecessor that there is no sufficient ground for asking Government to amend the Tobacco Act in the direction desired by the foreign tobacco dealers and license holders.

2. If the tobacco dealt in by the signatories to the petition were entirely foreign tobacco, that is, imported by sea, it might be assumed that the safeguard of the Customs House was sufficient and that all foreign tobacco dealt in by the dealers was duty paid. But the consumption of Indian manufactured cigars is great and increasing. These are treated as foreign tobacco entirely for the convenience of the dealers and the public. Were they treated as country tobacco, the strict supervision and the maintenance of accounts which is enforced in the case of the latter would have to be applied to these cigars. It is well known that smuggling of these Indian cigars is not only possible but exists, and this is chiefly due to the liberal amount (8 lbs.) allowed to be imported free of duty. It cannot therefore be said that the precautions complained of are unnecessary.

3. The petitioners give three examples of difficulties caused them by the system of permits. With regard to the first, the hours in which permits can be obtained are from 10-30 a.m. to 5 p.m. These are fully sufficient for the dealers to replenish their stocks, to obtain consignments from the railway stations, to despatch them from stations, and generally to execute orders exceeding 8 lbs. in amount. The only case in which any hardship could possibly occur would be that of an order exceeding 8 lbs. received after 5 p.m. and requiring to be executed that night. An order so received would be almost equally difficult of fulfilment in every line of business, and I trust the Chamber will agree with me that cases of real hardship must be extremely rare.

4. The second difficulty is that of a customer requiring a particular brand which the shopkeeper had not in stock, and his having

to wait while a permit was obtained for getting the brand from another shop. I do not think that the customer would be likely to wait patiently in any case, and it is more probable that he would prefer to go to the shop where the brand was stocked. As regards Mofussil merchants who are also referred to, their business must be done in ordinary hours, and a two hours delay on the execution of their order would not be of importance.

5. The third difficulty mentioned by the petitioners does not exist. Permits are for twenty-four hours, and in the case of non-delivery or non-acceptance of a parcel the dealer's servant could bring it back.

6. It is probably correct that similar restrictions do not exist at other Indian Ports. The reason for this is that the Tobacco Duty is entirely a Local duty, having nothing to do with the Customs or with the Port. It is assigned by Government to the Municipality, and the entire net collections go to the latter body.

7. It is impossible to levy a duty of this kind without precautions that may be occasionally felt to be irksome, but I can assure the Chamber that the restrictions on the Foreign Tobacco Trade are much lighter, not merely than those placed on the trade in Exciseable articles such as liquor and intoxicating drugs, but even than those imposed in the case of country tobacco.—I have, &c.,

P. R. CADELL,
Collector of Land Revenue, Customs & Opium.

CHAMBER OF COMMERCE,
BOMBAY, 4th May 1905.

P. R. CADELL, ESQ., I.C.S.,
COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM,
(TOBACCO DEPARTMENT), Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter, No. 2381 of the 29th April 1905, with reference to the amendment of the Tobacco Act in the direction desired by the Foreign Tobacco dealers and license holders.

I am to convey to you the thanks of the Committee for the detailed information you have been good enough to furnish them in regard to this matter.—I have, &c.,

C. J. MICHAEL, Acting Secretary.

APPENDIX E-7.

THE EXCISE COMMITTEE.

EXCISE COMMITTEE'S CAMP, Belgaum,
Dated 29th November 1905.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am instructed to inform you that the Excise Committee propose to halt at Bombay between the 9th and 20th December 1905, and to enquire whether the Chairman or any member desires to lay before the Committee any matters which bear on the enquiries for which they are appointed under Resolution of the Government of India, No. 5001, Excise, dated 7th September 1905, appearing in the *Gazette of India*, No. 36, dated 9th September 1905, or having reference to commercial or industrial developments connected with Excise, the tapping or distilling industries or cognate subjects. If so, the President would be glad if you would intimate to me as soon as possible the date on which it will be convenient for such members of the Chamber to meet the Committee at Bombay.—I have, &c.,

C. G. TODHUNTER,
Secretary to the Excise Committee.

CHAMBER OF COMMERCE,
BOMBAY, 6th December 1905.

C. G. TODHUNTER, ESQ., I. C. S.,
SECRETARY to the EXCISE COMMITTEE,
EXCISE COMMITTEE'S CAMP, Belgaum.

SIR,—I am instructed to acknowledge receipt of your letter of the 29th November and to say in reply that the Committee of the Chamber intend submitting a statement regarding Excise matters. And if your Commission while in Bombay desire to see the Chairman, he will be pleased to call at any convenient hour that may be arranged.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 11th December 1905.

C. G. TODHUNTER, ESQ., I. C. S.,
SECRETARY to the EXCISE COMMITTEE, Bombay.

SIR,—In continuation of my letter of the 6th instant, I beg to submit the Statement therein referred to for your information.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 9th December 1905.

EXCISE COMMITTEE.

Although the Members of the Bombay Chamber of Commerce are not much concerned as regards Excise Administration, the Committee desire to put forward the following remarks with reference to Government of India Resolution No. 5001, Excise, dated Simla, 7th September 1905 :—

Clause 16.—Para. 1. In this it is asked whether "there is any foundation for the common allegation that this class of intoxicant, *viz.*, Foreign liquor, or any particular variety of Foreign spirit, is more deleterious than Country Liquor ?

The Committee of the Chamber presume that information on this point can best be obtained by analysis and medical opinion. However, judging by analogy, and from the observed good and bad effects of costly and cheap wines and spirits on the average individual, they cannot but feel that the cheap Foreign Brandies and Whiskies now selling in the Bombay Bazaars at such a low figure as Rs. 13 or thereabouts per dozen quart bottles, must be injurious to the consumers. It is believed that country liquors are frequently beneficial, and it is not improbable that for this reason they are often preferred by the poorer classes of natives. The increasing consumption of cheap imported spirits may perhaps be put down to their greater intoxicating qualities and to the steady growth of the lower educated classes, who more or less imitate European habits,

and therefore consider the drinking of some form of European spirits, no matter what, as more befitting their position.

Clause 16.—Para. 2. Do the rates of taxation on this class of Foreign liquor (taking into account the fact that the vend fees charged thereon are as a rule light) or the nature of the regulations under which it is sold, tend to undue stimulation of its sale in preference to that of country spirit, and if so, to what extent ?

The Committee consider that the reply to this question should be in the affirmative, and they are inclined to think that this clause may contain the kernel of the problem, that is if the allegation is admitted that the excessively cheap foreign spirits are harmful. The enormous increase in the imports of these spirits into India must surely be deleterious to the health and the morals of the people who consume them. The Committee are inclined to think that a graduated system of duties in favour of the better class of spirits might be advisable, so that the cheapness of the article would not favour its importation. At present Whiskies and Brandies, which are 15 years old and proof strength, valued at 15 shillings per gallon, pay exactly the same Customs Import Duty as proof spirit, which may be the produce of some bye-product, and be less than 12 months old, and of an invoice value of one shilling per gallon. This enables Bazaar dealers and importers to sell these cheap spirits at prices which tempt people—especially the town-bred classes—to purchase them when speedy intoxication is perhaps all that is desired.

Clause 18—Para. 4. Are there any classes of the population to whom it offers special attractions and whose use of it should be discouraged ?

The Committee understand that Eurasians and poor Europeans buy these foreign spirits on account of their cheapness, and the lower classes of educated natives, who affect European habits, but cannot afford to buy good brands of European liquors, are also large consumers. This practice might, it is thought, be greatly discouraged, by either instituting a graduated taxation on values of spirit in favour of the better qualities, or by totally prohibiting the import of foreign spirits under a certain age, except for industrial purposes. This latter suggestion would probably however be difficult to carry out as it is impossible to ascertain the age of spirits from analysis.

Clause 18—Para. 6. Fixed Licenses.

In the matter of licenses for selling foreign liquors there appears to be a decided "tendency to press increase of Excise revenue for its own sake, and not merely as a means of reducing consumption."

An instance has come before the Committee where the License tax was increased 62½ per cent. within a few years.

The Committee are informed that a license for selling wines, spirits and liquors in the United Kingdom is only some £25 per annum, and this amount, they understand, does not vary according to the business done. They feel that it can hardly be contended that the amount charged for a license to sellers of foreign liquors in India is "a means of reducing consumption," and this object is obviously not aimed at in the United Kingdom. It is, they consider, a tax which should not be influenced by the proportion of business done, and they would be glad to see some definite basis fixed on which the tax could be regulated.

THE BOMBAY ABKARI ACT, No. V OF 1878.

SECTION V.—SALE—CLAUSE 16.

In this clause it is defined that no license "shall be necessary" for the sale "of any liquor not manufactured or produced in India, in its original casks or packages as imported." This, my Committee suggest, should be more clearly defined for the following reason:—

After it had been customary for very many years for wholesale importers to open, before sale, cases of wine, beer, &c., in order that sound bottles might be substituted for "broken" and "ullage" —which are common in every importation—and after it had also been customary to fill to the bung, a cask of beer, &c., before delivery to a buyer, it was suddenly ruled by the authorities that such action on the part of a wholesale importer contravened the Act in so far that substituted bottles were not sold in their original packages, and that beer transferred on account of dryage and leakage from one cask to another was not also sold in the cask in which it had been imported.

The Committee cannot believe that it was ever intended that this Clause should be so interpreted, and as the action of the authorities appears to have been for revenue "for its own sake," it is suggested that an explanatory note be added so that wholesale importers may be able to trade as formerly.

C. H. ARMSTRONG, Chairman.

APPENDIX E-8.

CLASSIFICATION OF HIDES AND SKINS FOR TRADE PURPOSES.

No. 2190.

GOVERNMENT OF INDIA,
COMMERCIAL INTELLIGENCE DEPARTMENT,
CALCUTTA, the 3rd August 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—Enquiry has shown that the prices of hides and skins, reported to this office from various parts of India, relate to so many different descriptions and are stated in such varying denominations and terms of weight, number, &c., that they have little practical value.

2. Having regard to the agency through which many of these quotations are obtained, an effort will in future be made to obtain quotations, accurate so far as possible, for one or two selected and typical descriptions of skins and hides known to the trade throughout India ; and it is believed that by restricting enquiries to these descriptions a much closer approximation to accuracy will be obtained.

3. I shall therefore be obliged if you will ask your Committee to favour me with an expression of their opinion as to :—

(*a*) The descriptions of hides and skins to be adopted as standards of the rise and fall of prices. It should be stated whether dry or wet hides are in question.

(*b*) The terms (*i.e.*, number of pieces or weight) in which the quotation should be stated. It is believed that in some districts considerable difficulty might attend the ascertaining of weights.

(*c*) The average weight per piece of each of the descriptions selected.

Thanking you in advance.—I have, &c.,

FREDERICK NOEL-PATON,
Director-General of Commercial Intelligence.

CHAMBER OF COMMERCE,
BOMBAY, 31st August 1905.

FREDERICK NOEL-PATON, Esq.,
DIRECTOR-GENERAL OF COMMERCIAL INTELLIGENCE, Calcutta.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge receipt of your communication, No. 2190, of the 5th instant, and to convey to you that after careful enquiry the Committee do not consider themselves in a position, with the information now available, to propose any practical scheme for the classification of hides and skins that would be applicable to all India. The hides and skins brought into Bombay differ very largely, according to the districts they come from and the season of the year, not only in quality, but also in the standards of weight, etc., by which they are quoted. It is therefore extremely difficult if not impossible, to arrive either at a satisfactory standard of quality or at a common basis of quotation.

I, however, beg to submit the following tabulated statements, which may, in conjunction with information from other parts of the country, enable you to formulate some such classification as you propose :—

Cow and Bullock Hides (Dry).

Class.	Rate.	Average weight of each hide.
Calf.	Rs. 9 to 12 per md. of 20 lbs.	From 1 to 3 lbs.
Light.	„ 9½ „ 11 „ „ „	„ 4 „ 6 „
Medium.	„ 9 „ 10 „ „ „	„ 7 „ 9 „
Heavy.	„ 8½ „ 9¼ „ „ „	„ 10 „ 12 „
Extra Heavy.	„ 8¼ „ 9 „ „ „	„ 13 „ 18 „

Buffalo Hides (Dry).

Calf.	Rs. 7 to 10 per md. of 20 lbs.	From 2 to 6 lbs.
Light.	„ 7 „ 8 „ „ „	„ 7 „ 10 „
Medium.	„ 7 „ 8 „ „ „	„ 11 „ 16 „
Heavy.	„ 7¼ „ 8½ „ „ „	„ 17 „ 25 „
Extra Heavy.	„ 7 „ 8 „ „ „	„ 26 „ 40 „

Goat Skins (Dry.)		Average weight per dozen skins.
Kid.	Rs. 5 per bundle of 20 pieces.	6 to 12 lbs.
Light.	„ 7 „ „ „	13 „ 20 „
Medium.	„ 12 „ „ „	21 „ 28 „
Heavy.	„ 15 „ „ „	29 „ 35 „
Extra Heavy.	„ 20 to 22 „ „	36 „ 50 „

Class.	Rate.	Average weight per Dozen skins.
	Goat Skins (Wet).	
Kid.	Rs. 4 per bundle of 20 pieces.	Not sold by weight.
Light.	„ 5 „ „ „	„ „ „
Medium.	„ 10 „ „ „	„ „ „
Heavy.	„ 12 „ „ „	„ „ „
Extra Heavy.	„ 18 „ „ „	„ „ „
	Sheep Skins (Dry.)	Average weight per Dozen skins.
Lamb.	Rs. 2 per bundle of 20 pieces.	4 to 8 lbs.
Light.	„ 5 „ „ „	9 „ 16 „
Medium.	„ 7 „ „ „	17 „ 22 „
Heavy.	„ 8 „ „ „	23 „ 30 „
Extra Heavy.	„ 10 „ „ „	31 „ 40 „
	Sheep Skins (Wet).	
Lamb.	Rs. 2 per bundle of 20 pieces.	Not sold by weight.
Light.	„ 5 „ „ „	„ „ „
Medium	„ 7 „ „ „	„ „ „
Heavy	„ 8 „ „ „	„ „ „
Extra Heavy.	„ 10 „ „ „	„ „ „

I have, etc.,

J. B. LESLIE-ROGERS, Secretary.

APPENDIX F-1.

RAILWAY RATES.

CHAMBER OF COMMERCE,
BOMBAY, 30th March 1905.

N. G. PRIESTLEY, ESQ., SECRETARY, RAILWAY BOARD, Calcutta.

SIR,—It has been brought to the notice of the Committee of the Bombay Chamber of Commerce that the East Indian Railway have notified that, with effect from 1st April 1905, a terminal charge of 6

pies per maund will be added in the following East Indian ordinary and special rate lists for Bombay and Dadar traffic in both directions:—

Via Jubbulpore. „ Katni. „ Manikpur. „ Cawnpore. „ Agra. „ Hathras. „ Delhi.	To and from all stations on the East Indian Railway and branches and lines worked by the East Indian Railway—Moghalserai and above.

It will be apparent to Government that the action of the East Indian Railway will have the effect of hampering the trade to and from the Port of Bombay, inasmuch as it is not proposed to levy a similar impost in the case of Karachi traffic and this, it would appear to the Committee, is in contravention of the principles laid down in the Indian Railway Act, and Section 42 (2) of the Act, would seem to bear on the point. The section in question reads as follows:—

"A Railway Administration shall not make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person, or Railway Administration, on any particular description of traffic in any respect whatsoever, or subject any particular person or Railway Administration, or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever."

In bringing the matter to your notice I am to express the hope of the Committee of the Bombay Chamber of Commerce that the Railway Board may be pleased to take such steps as may lead to the abandonment of this undesirable impost which must tend to hamper trade which legitimately belongs to this Port and cause it to be diverted elsewhere.—I have, &c.,

C. H. ARMSTRONG, Chairman.
C. J. MICHAEL, Acting Secretary.

No. R. T. 19.

RAILWAY BOARD,
SIMLA, the 3rd June 1905.

To THE ACTING SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am in receipt of your letter of the 30th March 1905, and in reply I am directed to say that the Railway Board fear that your

Chamber have been misinformed as regards the terminal referred to not applying to Karachi. The fact is that such terminal is charged equally to Karachi as to Bombay.—I have, &c.,

N. G. PRIESTLEY,
Secretary, Railway Board.

APPENDIX F-2.

RAILWAYS IN INDIA.

SIMPLIFICATION OF GOODS TARIFFS.

No. 88.

CALCUTTA, 18th April 1905.

FROM THE SECRETARY,
INDIAN RAILWAY CONFERENCE ASSOCIATION,
TO THE SECRETARY,
CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed by Mr. Douglas, President of the Indian Railway Conference Association, to forward for your information a copy of this office letter No. 76 of the 13th April 1905, addressed to the Railways, parties to the Association, on the subject of the simplification of goods tariffs in use on Indian Railways. The question is one of importance to the commercial community at large no less than to Railways, and it is generally recognised that the work of simplification should be no longer delayed. I am to say that, when the work is undertaken, it will probably be found expedient to obtain the views of your Chamber on the subject, and any suggestions that may be made will receive careful consideration.—Yours faithfully,

H. J. HILARY, Secretary.

No. 76.

FROM
THE SECRETARY,
INDIAN RAILWAY CONFERENCE ASSOCIATION,
TO
THE AGENTS, ASSAM-BENGAL, BENGAL AND NORTH-WESTERN, BOMBAY, BARODA AND CENTRAL INDIA, BURMA, EAST INDIAN, GREAT INDIAN PENINSULA, SOUTH INDIAN AND SOUTHERN MAHRATTA RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL CENTRAL, BENGAL-NAGPUR, AND ROHILKHAND AND KUMAON RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS AND THE NIZAM'S GUARANTEED STATE RAILWAYS.

THE MANAGERS, EASTERN BENGAL, JODHPUR-BIKANER, NORTH-WESTERN, OUDH AND ROHILKHAND, AND UDAIPUR-CHITOR RAILWAYS.

THE MANAGER AND CHIEF ENGINEER, BENGAL-DOOARS RAILWAY.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY.

THE MANAGER AND EXECUTIVE ENGINEER, MORVI RAILWAY.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Dated Calcutta, the 13th April 1905.

SIR,—The question of the simplification of the goods tariff of Indian Railways has already been frequently before the Railway Conference and proposals were made towards effecting this, but no results have yet been attained. With the great extension of Railways in recent years and their largely increased and rapidly expanding business the complications of the tariff are being added to and the need for some simplification is now keenly felt. It is unnecessary to refer to the present unwieldy size of the publication, the complex character of its conditions and the difficulties to both traders and even Railway staff themselves of interpreting it, as these are all fully recognized. The matter was brought prominently forward in December last at a meeting of Traffic and Audit officers which assembled in Calcutta, in accordance with resolution 11 of the annual meeting of the Association held in October previous, to consider the Subsidiary Rules for the settlement of through traffic transactions, when the following opinion was recorded by the Committee on the subject—

"In the opinion of the Committee, the question of the revision of the tariffs should, as suggested by the Chairman, be referred to a select Committee who should visit the head-quarters of the different railways and confer with the responsible officers concerned as to how the desired result can best be accomplished, and, who, after

assimilating the information so collected at local centres, would proceed to formulate definite proposals, within the schedule of maximum and minimum rates already in force, or as these may be further amended, and subject to such general conditions as may be prescribed by the Government of India and Boards of the Railway Companies. One solution which has been recommended, and which suggest itself to this Committee as practicable, is a reduction in the number of items classified and a reduction of the classes themselves to two or three, it being recognised that the number of commodities of importance, as regards revenue, carried on most railways in India, is very small, in comparison with the numerous items which are classified.

"The desired simplification would thus be secured, in addition to the large saving, referred to by the Chairman, in connection with the compilation and issue of the goods tariffs, and the expenditure incurred by the formation of the select Committee would be speedily recouped. A move in the direction indicated would also be cordially welcomed by the mercantile community.

"The Committee are aware that the question has been previously discussed, but, unfortunately, no definite action has resulted therefrom."

2. The different Railways in dealing with the proceedings of this meeting unanimously support the proposal thus made. I append an abstract of the views recorded. It seems evident that the time has arrived when some definite steps should be taken in the desired direction.

3. The question, however, arises as to the best means of commencing proceedings in the matter. The President has given much consideration to this point. He foresees some difficulty, and the likelihood of considerable delay, in the formation of a Committee for the period requisite, composed necessarily of senior officers, if the enquiry were to proceed on the lines above suggested. Apart from the question of expense Railways would probably find it inconvenient to spare senior officers for the time the work would in that case necessarily occupy. Looking at the matter from this point of view, as also from that most likely to secure the best and speediest results, Mr. Douglas is disposed to think that instead of the Committee visiting the head-quarters of the different Railways,

it would be preferable, at all events in the first instance, if the Officer who would have charge of the question as Chairman of the Committee to be appointed subsequently were now selected, and that he should proceed to collect the necessary information and to hold the preliminary discussions with the different Railways at their head-quarters. It will be readily understood that much preliminary work will be necessary, and this would be of a nature which could probably be better accomplished by an officer acting singly than by a Committee.

4. The first essential step in the matter of simplification would appear to be to endeavour to frame a uniform classification of goods and also, so far as possible, to arrive at uniformity in the transport conditions applying to the different commodities.

5. To admit of this being fully and properly considered it would be necessary to have statistics prepared which would be fairly representative of the traffic in each commodity over each Railway, and the different tariff conditions attaching thereto tabulated. The compilation of the necessary statements giving this information has already been begun on the East Indian Railway, and I am to suggest that the preparation of like particulars be undertaken by each Railway as early as this can be arranged.

6. The statistics and statements containing this information will necessarily be very voluminous and very detailed and would need much preliminary discussion with Officers of individual lines to bring the information into a shape in which it could be effectively dealt with by the Committee. This the Chairman would do, at the same time carefully noting the views of the different railways.

7. This procedure appears desirable on many grounds. It is necessary in order to secure that due consideration shall be given to the views and interests of each line, also it seems to be the surest and best way of securing the co-operation of all and the many concessions which will be necessary if anything like uniformity in our tariff is to be attained. In the numerous detailed points that would come up for consideration much would be secured in the way of reconciliation and concession by the responsible officers being in a position to refer to their records and to their assistants who habitually deal with the items concerned. Moreover the discussion would be freer and more satisfactory to railways generally.

8. If the Chairman were selected at once it is believed it would be possible to have all the views of Railways and the results of the separate discussions of the same ready to be placed before the Association at its next annual meeting, when the appointment of the Committee could be completed to finally consider these as well as the other cognate matters that will necessarily come forward.

9. The selection of an officer to act as Chairman of this Committee is an important matter. The simplification of our goods tariff is recognised on all hands as important from a trade point of view as well as that of Railway working, and the success of the effort to accomplish this end will in a great measure depend on the Chairman. It will be evident too that the office will be one of very great labour to carry this matter through: it will need an officer with much power of work and strong faith in the good results to be attained.

10. With this view of the requirements the President ventures to suggest the selection of Mr. Bashford, Chief Auditor, East Indian Railway, for the office. He has, it is known, devoted much study to this question, and has a profound belief in the importance of the results that can be secured. He has, Mr. Douglas is satisfied, the necessary working capacity, has had much experience in traffic matters, is tactful and conciliatory and would, it is believed, be acceptable to Railways generally. It would be necessary that he should be seconded from his present appointment and be attached to the Association while employed on this duty, and his salary and allowances, together with those of any staff required, would have to be met as part of the outlay of the Association. The sanction of the Board of Directors of the East Indian Railway would of course be necessary to Mr. Bashford's deputation and if his selection is approved application for his services will be duly made.

11. As to authority for the outlay that would be incurred as Association expenditure apparently clause VII of the fundamental rules would cover it.

12. The favour of a very early reply to this letter is desired.—I have, &c.,

H. J. HILARY,
Secretary.

VIEWS OF RAILWAYS REGARDING THE SIMPLIFICATION OF GOODS TARIFFS.

Railway.	Remarks.
East Indian Railway.	Would be glad to see the matter taken up as early as possible and dealt with somewhat on the lines proposed.
Udaipur-Chitor Railway.	Would be a most excellent work and the procedure suggested would be the best.
Eastern Bengal State Railway.	Thoroughly agrees with the remarks made and consider a select Committee should be appointed to take the work in hand. Officers should be seconded from their present appointments till the work is completed.
Morvi Railway ...	Agrees with opinion of Committee.
Oudh and Rohilkhand Railway.	Strongly in favour of simplification of Goods Tariff on the lines indicated.
Great Indian Peninsula Railway.	Matter of great importance to Railways and those doing business with them. Supports suggestion that question be referred to a select Committee.
Assam-Bengal Railway.	A matter for urgent consideration. Any efforts in this direction would receive fullest support from Traffic Departments of all Railways.
Jodhpur-Bikaner Railway.	Simplification of Goods Tariff greatly to be wished for. Question should be discussed by the Association.
Bengal Dooars Railway.	Concurs with suggestion to appoint special Committee to consider and report.
Bengal-Nagpur Railway.	Is prepared to join any movement for the formation of a Committee for the revision and simplification of Goods Tariffs.

Railway.	Remarks.
Bombay, Baroda and Central India Railway.	Agrees most thoroughly with remarks made by Chairman and recommendation of the Committee on the subject of the very urgent need there is to simplify tariffs, which are getting so complicated that it is almost impossible to work out what a rate over several railways really is; and the expense of printing is daily becoming heavier. Quite sure that a small and practical Committee could make enormous reductions. Would like to see early steps taken towards simplification.
Southern Mahratta Railway.	Heartily approves of proposal that the matter should be referred to a special Committee. Might also be discussed in its broader aspects at the next Conference.

Replies not received from the B. and N.-W. Ry., B.-G.-J.-P. Ry., Burma Rys., Madras Ry., Nizam's G. S. Ry., N.-W. Ry. and S. I. Ry.

Chamber of Commerce,
Bombay, 4th May 1905.

The Secretary, Indian Railway Conference Association,
Calcutta.

Sir,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 88 of the 18th April 1905, together with its accompaniment.

The Committee are pleased to hear of the action which it is proposed to take in respect of the simplification of goods tariffs in use on Indian Railways—a matter which is of great importance to the Commercial Community—and when they are advised of the specific lines on which the revision is likely to proceed, they will be glad to give the question careful consideration.—I have, &c.,

C. J. MICHAEL,
Acting Secretary.

APPENDIX F-3.

RAILWAY COMMUNICATIONS WITHIN THE CITY AND ISLAND OF BOMBAY.

CHAMBER OF COMMERCE,
BOMBAY, 7th June 1905.

The SECRETARY to GOVERNMENT,
PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH, Bombay.

SIR,—On the 10th of November last year the Committee of the Bombay Chamber of Commerce had the honour of addressing you on the subject of local communications in the City and Island of Bombay.

2. In their letter they stated that, in their opinion, the time has come when the whole subject of communications in Bombay must really be grappled with comprehensively, and they welcomed the enquiry Government had put before them as evidence of a desire to consider the question.

3. In a further paragraph they pointed out that on account of the many new works now in progress—the new Dock, the Port Trust Railway, the new Cotton Green and Grain Depôt at Mazagon, the many schemes of the Improvement Trust, and the introduction of electric tram cars—a complete railway scheme for the City as a whole was most necessary, and they added in conclusion that "unless a decision in the matter is arrived at shortly, the rearrangement of the City on sound lines seems hardly possible."

4. To this letter my Committee regret Government have not responded, nor, so far as my Committee are aware, have they since consulted the leading citizens of Bombay on a subject on which it can hardly be denied they are well qualified to give an opinion.

5. My Committee understand that Government will very shortly be acquiring land for the construction of a narrow overbridge at the Marine Lines which is likely to be sanctioned at an early date. It seems clear from this, and from the fact that to complete an Improvement Trust scheme of a new road across the Island another bridge is to be built between the level crossing at Chowpatty and

the French Bridge, that Government have no intention of doing away with the B. B. & C. I. Railway from Grant Road to Colaba. It was inferred in the Chamber's letter that on the transfer of the Cotton Green to Mazagon the goods traffic on the line now running along the sea front will be largely reduced, and if an effective system of electric cars was established between Church Gate and Grant Road on a reasonable basis of cost it was contended that the traffic running along the line from Grant Road to Church Gate would probably be mainly from Stations north of Grant Road, which it was held could be dealt with to greater advantage on the other side of the Island. In again urging this view for the consideration of Government my Committee would beg to point out that if these two overbridges are built as intended the development of the sea front on a scale worthy of the City of Bombay is likely in their opinion to be postponed almost indefinitely. The Railway along the sea front is an obstacle to the opening up of the land to the West, and until it is cleared away the Queen's Road with its three stations must ever remain cramped and unworthy of the City. The Committee of the Chamber are well aware that the Improvement Trust new road must be brought to the sea, and if the railway did not exist this could be done on the flat; and they would urge that the true solution of the problem of the Queen's Road and of the necessity for establishing a good electric tram service from Grant Road to Church Gate and Colaba, running either along the Queen's Road or on the track now used by the Railway—a system which would not run through the native town—is to do away with the Railway South of Grant Road and to construct a wide carriage road along the sea front from the foot of Malabar Hill to beyond the Wodehouse Bridge. If this could be decided on, the two new overbridges—unsightly structures as they always must be—would not be necessary, and Bombay would at last possess a road freed from the trammels of a railway alongside which has been desired for years and which it was hoped that now whilst so much is being done for the improvement of the City, Government would ere this have taken seriously in hand.

5. My Committee would therefore respectfully beg to request that before work is undertaken on either of the bridges contemplated,—which, it is understood, will cost with their approaches 15 lacs of rupees—the question of local communication, and of the

problem of the sea face be considered on the spot by a Committee appointed by Government composed partly of local representatives who are fully conversant with the City's needs and aspirations.—I have, &c.,

C. H. ARMSTRONG, Chairman.

C. J. MICHAEL, Acting Secretary.

No. 1719 of 1905.

P. W. Department, Railway Branch,
Bombay Castle, 28th June 1905.

The Chairman, Chamber of Commerce, Bombay.

Sir,—I am directed to acknowledge the receipt of your letter of 7th instant, and to reply as follows.

2. On the 13th August last, the Chamber and other bodies interested in Bombay were consulted with reference to six important questions relating to the extension of railway communications and facilities within the Island, and it was stated that, if it appeared desirable, Government proposed to appoint a Committee for the purpose of reporting on them after personal discussion and hearing of evidence. The replies of two bodies specially interested have not yet been received, and it has not yet therefore been possible to take further action with regard to these general questions or to make such response as the Chamber regrets not having received. When the time comes, these questions will be fully investigated either by a Committee specially appointed for the purpose or by the Railway Board.

3. The question of abolishing altogether the Railway from Grant Road to Colaba was not one of those referred for opinion. A suggestion that there should be such abolition was made in the Chamber's reply of 10th November last and has received the consideration which any proposal from so important a body merits. This Government came to the conclusion that the adoption of it would cause such inconvenience to a large section of the public that it would be unjustifiable. The passenger traffic between stations South and North of Grant Road is enormous. Full details are not available, but some indication of it is given by the fact that for the period from 1st October 1904 to 31st March 1905 the average number of season ticket holders between the Colaba-Charni Road section

and the Grant Road-Virar section was 11,428, each of whom probably travelled at least once each way daily on working days. The total number of local and suburban passengers between Bandra and stations south amounted in 5 years ending 31st December 1904 to nearly 60 millions and the fares to 30 lakhs of rupees. The great bulk are third class passengers, who presumably belong to the poorer classes, and the season-ticket holders at any rate are carried for fares with which no Electric Tramway Company could compete. It would be in the highest degree inconvenient for people who live in Salsette and work in Bombay, especially those who have luggage with them, to have to change into tramcars, and Government have the best authority for stating that these passengers, most of whom have to travel within limited periods in the morning and evening, could not be conveyed to and from Victoria Terminus without a most costly extension of permanent way and stations in the most populous part of the town. It is most desirable for the relief of overcrowding that railway facilities should be extended instead of being curtailed, and the abolition of a section of a line on which perhaps more passengers are carried than on any other in India would, in the opinion of the Governor in Council, be indefensible, unless it could be shown to result in public advantages counterbalancing the immense public inconvenience entailed.

4. There have not been shown any such public advantages. If the Esplanade is connected with the sea-face by a road from the Framjee Cowasji Institute and an overbridge south of Marine Lines station and a road made along the sea-face from Colaba to Chowpatty, almost all the amenities which can result from abolition of the railway can be secured. It is not improbable that the southern part of the railway will be electrified, and in that case it will give less cause for offence than tram lines along the Queen's Road. That course will not dispense with the need for an overbridge, but the Governor in Council cannot concur in regarding it as necessarily unsightly, especially in comparison with an overhead railway advocated by the Chamber. Passengers will continue to be discharged on to the Queen's Road, but people who wish an uninterrupted drive from Colaba or the Fort to Malabar or Cumballa Hill will be able to get it without using any part of the Queen's Road. Moreover, under any alternative passengers would be discharged on still more crowded thoroughfares, and in the

decision of such a question the proper determining factor is the greatest convenience of the greatest number. It is not open to reasonable doubt which course will secure that convenience.

5. The circumstances which render the construction of an overbridge south of Marine Lines Station urgent have already been made public. It, together with a road connecting it with Carnac Road, was recommended by the Extension Committee in 1887. The same recommendation was made by the Overbridges Committee in 1890, urged by the Chamber of Commerce in 1891 and accepted by Government. Subsequent discussion caused delay, and on 15th November 1903 the Improvement Trustees requested Government to appoint another Committee to consider the location of the two overbridges which it was in the power of Government to call on the B. B. & C. I. Railway Company to construct in order that the question might be settled without delay. A Committee was appointed accordingly, and it also recommended the construction of the overbridge. The Governor in Council did not fail to observe that a decision accordingly involved a settlement of a question which had been raised by the Chamber in replying to questions put by Government, but had no hesitation in coming to the conclusion that, whatever else happens, public convenience requires that a railway, whether in its present form or electrified, must run for passenger traffic at any rate as far as Church Gate Station. The Railway Board were accordingly informed in effect that if they were prepared to accept that view without further inquiry there was no reason why the B. B. & C. I. Railway Company should not be called on to fulfil its obligation before its term of management expired. The Railway Board have accepted the view of the Governor in Council, but it is for local bodies to provide out of local funds, and not for Government to provide at the cost of the general taxpayer, roads for the convenience of residents of Bombay, and an undertaking that the connecting roads shall be made is a condition precedent to the construction of the overbridge. With reference to the statement that the work will cost 15 lakhs, I am to point out that the cost of the overbridge is estimated at Rs. 3,61,976 and the Railway Company is willing to bear it, that a wide road from Framjee Cawasjee Institute to the sea and a road along the sea-face have been advocated by Committees on the ground of public health and convenience, and that these are

improvements which it would in all probability be held necessary to make even if the railway were not continued south of Grant Road.

6. It will be observed that an overbridge south of Marine Lines Station has been advocated for some 18 years, and there has been the amplest opportunity for all citizens and bodies to express their views on the subject. The specific question whether the railway south of Grant Road could be abolished altogether was not raised before your letter of 10th November 1904, but, as already indicated, the recommendations that the overbridge should be contructed implied an opinion that the railway must be continued, and until your letter above quoted was written that opinion appears to have been universally accepted.

7. I am to state that copies of the correspondence will be sent for the consideration of the Railway Board or the Government of India, but the Governor in Council is unable to recommend that the construction of the overbridge should be postponed and the Railway Company relieved of an obligation which it is willing to fulfil at once, in order that the question incidentally raised in your letter of 10th November 1904 may be considered along with other questions referred by Government for opinion. There is not, in the estimation of Government, such reasonable doubt as to the proper answer to the former questions that it would be justifiable to accept the consequence of delay for the purpose of making further inquiry regarding it. If the existing Railway Company does not construct the overbridge, the incidence of the cost is a matter which is certain to evoke very prolonged discussion—I have, &c.,

J. S. BROWN, *Offg.* Secy. to Govt.

CHAMBER OF COMMERCE,
BOMBAY, 12th July 1905.

The OFFICIATING SECRETARY to GOVERNMENT,

PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter, No. 1719 of the 28th June, in reply to the Chamber's previous letters on the subject of Railway Communications in the City and Island of Bombay, and I am desired by my Committee to convey to you their thanks for the full and valuable information that has now been placed before them.

My Committee, after due consideration, are however still of opinion that as the subject under discussion is of such grave importance to the future well-being of this City, no opportunity should be missed of fully ascertaining the opinions of all who are interested in the City's welfare. With this object in view my Committee appeal with renewed hope to His Excellency the Governor in Council to favourably consider their previous suggestion of appointing a truly representative Commission to thoroughly enquire into and report on the whole question of local communications, including in its scope the proposed erection of overbridges south of the Grant Road Station.—I have, &c.,

C. H. ARMSTRONG, Chairman,

J. B. LESLIE-ROGERS, Secretary.

No. 1904 OF 1905.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 21st July 1905.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 12th July 1905, requesting that your Committee's previous suggestion for the appointment of a truly representative Commission to thoroughly enquire into, and report on, the whole question of local communications, including in its scope the proposed erection of overbridges south of the Grant Road Station on the B. B. & C. I. Railway, may be favourably considered, and in reply to state that a copy of your letter will be forwarded to the Railway Board in continuation of previous correspondence.—I have, &c.,

J. S. BROWN, Offg. Secy. to Govt.

No. 3123 OF 1905.

P. W. DEPARTMENT, RAILWAY BRANCH.
BOMBAY CASTLE, 14th November 1905.

To the CHAIRMAN of the CHAMBER of COMMERCE.

SIR,—With reference to the correspondence ending with my No. 1904, dated the 21st July 1905, relative to the construction of overbridges on the Chowpatti-Colaba Section of the B. B. & C. I. Railway and the question of the feasibility of cutting off that Railway at

Grant Road Station, I am directed to state, for the information of your Chamber, that an extract from the speech by the Hon'ble Mr. Armstrong at the Legislative Council Meeting of 8th July 1905 on the subject of Railway facilities in Bombay, as also of the portion of the Hon'ble Sir James Monteath's speech, in reply to Mr. Armstrong, delivered at the Council Meeting of the 10th July 1905, were duly forwarded, under the orders of Government, to the Chairman of the Railway Board.

2. I am now to forward, for information, a copy of the correspondence noted in the margin, from which your Chamber will observe that the Municipal Corporation agree that the decision that the Railway line must remain, for passenger traffic, at any rate as far as Church Gate Station, has been arrived at after sufficient enquiry and careful consideration of the requirements of a large section of the public; and they consider that in view of the reasons explained by Government it is necessary in the public interest that the line in question should be maintained, and that therefore the construction of the proposed overbridge at the site south of Marine Lines Station, should be proceeded with without delay.

(i) Letter from the President, Municipal Corporation, No. 1345, dated 22nd June 1905.
(ii) Letter to the President, Municipal Corporation, No. 1750, dated 28th June 1905.
(iii) Extract paras 1 & 2 from letter from the President, Municipal Corporation, No. 3106, dated 4th October 1905.

This decision of the Corporation necessarily applies also to the question of the construction of the overbridge in the vicinity of the Charni Road crossing.

3. These views of the Corporation also have been placed before the Railway Board, and I am now directed to state, for the information of your Chamber, that the Railway Board are glad to have this weighty corroborative testimony to the correctness of the decision which was arrived at by H. E. the Governor in Council and fully concurred in by them.

4. I am to add that orders are issuing for the commencement of work on the overbridge in the vicinity of the Charni Road Level Crossing and that orders in connection with the overbridge to the south of the Marine Lines Station are expected to be issued shortly.— I have, &c.,

J. S. BROWN, Offg. Secy. to Govt.

Copy of letter from the President, Municipal Corporation, Bombay, to the Secretary to the Government of Bombay, Public Works Department, Railway Branch, No. 1345, *dated* 22*nd June* 1905.

I have the honour to state that the Corporation have appointed a Committee to consider and report on your letter No. 1430, dated the 22nd May 1905, regarding the proposal for the construction of an overbridge south of the Marine Lines Station.

2. It is stated in this letter that "the Railway Company are willing to commence the construction of the bridge south of Marine Lines Station at once, and that the Railway Board consider that the B. B & C. I. Railway must, under any circumstances, be continued as far as Church Gate, and that the bridge should be constructed." The Committee of the Corporation consider that they will be greatly assisted in their deliberations if the reasons that have influenced the Railway Board in coming to the conclusion stated in the letter were available to them. I am, therefore, as Chairman of the Committee, desired to solicit Government to obtain a statement of these reasons from the Railway Board or the Government of India and to be pleased to furnish it to the Committee.

3. In soliciting this favour, I may add that having regard to the statement made in your letter that the B. B. & C. I. Railway Company will cease to exist on 31st December next and that if the obligation on the Company to construct the bridge is to be carried out the work must be commenced at once, the Committee are anxious to make a very early report to the Corporation, and I have respectfully to express the hope that Government will be pleased to take this request into their consideration as early as possible before the 10th July 1905, when the Committee will meet again to further consider the question.

Copy of letter from Offg. Secretary to the Government of Bombay, P. W. D., Railway, to the President, Municipal Corporation, Bombay, No. 1720, *dated* 28*th June* 1905.

I am directed to acknowledge the receipt of your letter No. 1345, dated the 22nd June 1905, in which you refer to the statement in my No. 1430, dated the 22nd May 1905, regarding the Marine Lines overbridge, "that the Railway Board consider that the B. B. & C. I. Railway must, under any circumstances, be continued as far as Church Gate, and that the bridge should be constructed," and

request on behalf of the Committee appointed by the Corporation to consider and report on my letter of the 22nd May, that Government will obtain a statement of the reasons of the Railway Board or of the Government of India for their decision and will furnish them to the Committee.

2. In reply, I am to explain that the Board of Directors of the B. B. & C. I. Railway Company having, in compliance with the request of Government, expressed their willingness to construct the proposed overbridge in accordance with the recommendations of the Overbridges Committee of 1904 and authorised their Agent to commence work on the foundations, a reference to the Railway Board was necessary before the commencement of work. The facts in connection with the overbridge, and especially the need for an early decision in the matter, in view of the approaching termination of the B. B. & C. I. Railway Contract, were therefore explained to the Railway Board.

3. The Railway Board were made aware that important questions connected with Railway arrangements and facilities in the Island have for some time past been under the consideration of this Government and of the public bodies in Bombay. It was explained to them that one of the proposals put forward was that the B. B. & C. I. Railway should be cut off at the present Church Gate Station—Grant Road Station to be the terminus for the booking of goods and long-distance passenger traffic, and the section between Grant Road and Church Gate to be used only for the local city and suburban trains; that in discussing this proposal the Bombay Chamber of Commerce had expressed the view that an electric tramway would suffice for the local traffic on that side of the Island and that the line should stop altogether at Grant Road. The Governor in Council informed the Railway Board that he entertained little doubt that the line must, under any circumstances, be maintained at any rate as far as Church Gate Station, to and from which a very large number of passengers are daily carried from and to places in Salsette; but that he considered that there should be a definite pronouncement on that point before the construction of the overbridge was actually commenced. The Railway Board were accordingly requested to say whether they wished that the Agent should put in hand the work on the foundations of the overbridge in accordance with the instructions he had received from his Board of Directors or whether they would prefer that the actual commencement of any work on the overbridge should

be deferred until the questions referred for the opinion of the local bodies had been formally decided; and it was added that if they were prepared to decide without further consideration that the line must in any case be maintained as far as Church Gate, then there would be no reason for delay in constructing the overbridge.

In reply the Railway Board intimated that they entirely agree with the Governor in Council that the Railway cannot, under any circumstances, be terminated short of the Church Gate Station and that consequently a bridge must be built south of the Marine Lines Station as proposed.

4. I am to forward, for the information of the Corporation, and of the Committee appointed by them, a copy of the letter addressed by Government to the Chamber of Commerce in reply to their letter of the 7th instant which has appeared in the newspapers. The former shows fully the reasons for the view of this Government which has been accepted by the Railway Board.

Extract paras. 1 *and* 2 *from letter from the President, Municipal Corporation, No.* 3106, *dated* 4*th October* 1905, *to the Secretary to Government, Public Works Department, Railway Branch, Bombay.*

I have the honor, by desire of the Municipal Corporation of Bombay, to reply to your letter No. 1430, dated the 22nd May 1905, regarding the proposed construction of an overbridge across the Queen's Road and the B. B. & C. I. Railway to the south of the Marine Lines Station of that Railway.

2. It was stated in your letter under reference that "the Railway Company are willing to commence the construction of the bridge south of the Marine Lines Station at once and that the Railway Board consider that the B. B. and C. I. Railway must, under any circumstances, be continued as far as Church Gate and that the bridge should be constructed." In my letter to you, No. 1345, dated the 22nd June 1905, I requested to be favoured with the reasons that influenced the Railway Board in arriving at this decision. From your reply, No. 1720, dated the 28th June 1905, which I have now the honor to acknowledge with thanks, it appears that the decision that the line must remain, for passenger traffic, at any rate as far as Church Gate Station, has been arrived at after sufficient enquiry and careful consideration of the requirements of a large section of the public. The Corporation consider that in view of the reasons explained by

Government it is necessary in the public interest that the line in question should be maintained and that therefore the construction of the proposed overbridge should be proceeded with without delay.

The CHAMBER of COMMERCE,
BOMBAY, 1st December 1905.

J. S. BROWN. Esq.,
OFFICIATING SECRETARY to GOVERNMENT,
PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH, Bombay.

SIR,—I have the honour by direction of the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter, No. 3123 of the 14th ultimo, in which you advise, *inter alia*, that the Railway Board fully concur in the opinion expressed by the Corporation of Bombay that the proposed overbridge south of Marine Lines Station should be proceeded with without delay.

My Committee note further that in view of the approval of the Railway Board above referred to Government hope shortly to issue orders for the construction of the bridge in question, and they desire me to express their regret that this decision should have been arrived at without a full enquiry, so necessary at the present time, into the whole system of Local Communications in Bombay, including the problem of the Sea face, as asked for in their letter of the 7th June last.—I have, &c.,

C. H. ARMSTRONG, Chairman,
J. B. LESLIE-ROGERS, Secretary.

APPENDIX F-4.

MINIMUM FREIGHT CHARGE ON THE EAST INDIAN RAILWAY.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 12th September 1905.
No. 1523—1905.

To the SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY, SIMLA.

SIR,—The Committee of the Bengal Chamber of Commerce have recently read with much interest and attention the report of certain

remarks made by Lieutenant-General Sir Richard Strachey, the Chairman of the East Indian Railway Company, at the last annual meeting of the Proprietors, with reference to the freight charges at present levied by the Undertaking. They have also been favoured by the Agent of the line with a copy of a letter, which he addressed on the 26th August to the Government Consulting Engineer for Railways, Calcutta, upon the same subject.

2. The question raised in these papers is one which has been before the Committee of the Chamber for many years past. Defined as briefly as possible it is the question of whether Calcutta is or is not to derive the fullest advantage from the superior natural facilities of the eastern as compared with the western trade routes for the transport of the export and import traffic of Upper and Central India to and from the sea-board. So far back as 1881, the Committee of the Chamber said that they deprecated "any interference with the natural course of trade, and while they do not deny that Bombay is fully entitled to all the advantages she is able to derive from her situation, magnificent harbour, and cheaper port charges, they feel that Calcutta ought not to be denied any countervailing benefit which the greater cheapness of her railway communication to the North-West should give her." A short time previously the Government of India had intimated, in response to a representation from the Chamber, that "the prevailing rates to Calcutta and Bombay will be regulated as far as possible, without partiality to either port, on the principle of fair and equal profits on the lines of Railway which serve them respectively."

Letter dated 26th December 1881, to the Agent of the East Indian Railway.

Letter No. 1193-R.T. dated 28th October 1881, from the Government of India to the Bengal Chamber of Commerce.

3. This ruling on the part of Government was of course prior to the introduction of uniform minimum mileage rates applicable to all Indian Railways. The schedule of maxima and minima rates was brought into operation in July 1891; and it enabled the Railways to carry at a uniform minimum in all provinces, and to all ports of export, irrespective of any physical or other advantages which one line might possess over another. Naturally the system was regarded with considerable interest by the commercial community; and after five years' experience of it, the Committee expressed to

Government their views upon it. "In their opinion," they said, "the device of an uniform minimum mileage rate for all India ignores the natural advantages of any particular system of railways, and consequently under it the full benefit of the railways has not been secured to the various provinces. They cannot but perceive that the produce of large tracts of wheat-growing lands has been deflected from its natural route to the sea-board to other routes less convenient and consequently more expensive—perhaps not more expensive under these conditions to the produce of these particular tracts—but certainly so to the country at large. It may be that, at the moment, the suffering is greater than it should be, and that it is due to arrangements made long since with the railways working to the west; but it is not the less the fact that during recent years uniform minimum mileage rates have led to large surplus money receipts on the eastern lines, which surplus has been practically absorbed in making up the dividends of the western lines."

Letter No. 1266-96, dated 7th September 1896, from the Chamber to the Government of Bengal.

4. The arguments thus stated nine years ago were strong then, but they are infinitely stronger now. For the Chairman of the East Indian Railway has made it clear that he considers the constituents of his line are justified in asking for lower charges, in view of the heavy surplus revenue yielded by the Undertaking. And the Agent, in his letter to the Consulting Engineer, proves that the Railway can easily carry long distance traffic at rates considerably below the present statutory minima. In fact, Mr. Douglas has gone farther, and has shown that, taken as a whole, the Railways serving Calcutta from the North-West work at a cost so far below that of the Bombay lines as to entitle them to a lower minimum scale than is applicable to the latter. The importance of this point cannot, the Committee think, be too strongly emphasised. For it affords conclusive evidence of what they contended in 1896, namely, that uniform minimum mileage rates have entailed needlessly high freight charges on the eastern lines.

5. Before proceeding to consider how the existing conditions affect the import and export trade of Calcutta, the Committee wish to remark upon the reduction which the Railway Board have recently made in the minimum rate for the carriage of coal. The effect of this reduction will be to enable all Indian Railways to quote for

long distance coal traffic at an average of something like $\frac{1}{16}$ pie—or even less—per maund per mile. The object of the change is to foster the inland trade in coal; and with this object the Committee are altogether in sympathy. For they fully recognise that, in order to develop the nascent manufacturing industries of India, it is absolutely necessary to reduce the cost of coal. Low-priced coal is, moreover, a primary factor in the cheap working of railways, and consequently of cheap transport. And the Committee quite understand that one of the effects of the introduction of the lower minimum for coal may be that the cost of carriage of all goods on the railways running to the western Indian ports will be lessened. To this they take no exception, for they believe that coal may be rightly placed in a different category, as regards railway rates to all other merchandise because its cheap distribution from all Indian coal fields to all parts of India must be to the ultimate advantage of the country generally. Not only will it assist the development of manufactures; but there is the further consideration that if coal eventually comes to be adopted as fuel for domestic purposes, the agricultural interest will, as is generally admitted, greatly benefit. For these reasons the Committee support the policy of the Board in making the reduced minimum for coal applicable to all railways as is the existing minimum. But they would dissent from any extension of this principle to those staples which form the bulk of India's export trade, or to imported commodities.

6. It must not be presumed, however, that in thus expressing themselves the Committee are opposed to further reductions in rates. On the contrary, they feel that they cannot too strongly urge the immediate necessity for lower freight charges generally. But the reductions should be based on an equitable principle. The policy of a uniform minimum need not be persisted in, as it clearly presses hardly on ports like Calcutta, which are served by railways working at low cost. It might, the Committee venture to think, be superseded by the introduction of a principle whereby the minimum enforceable on each railway system would bear some relation to the cost of working. From the point of view of Calcutta the present system cannot be considered as other than unsatisfactory, both as regards the export and the import traffic from and to Upper India. The total cost of transporting an article from the point of despatch to destination is the principal factor in the determination of the route followed. The western ports have the benefit of cheaper sea freights to Europe than

Calcutta enjoys ; and they are free from the costly difficulties which attend the navigation of a dangerous river. Of these superiorities over Calcutta they are rightly enabled to take the fullest advantage. And they have now the further unfair advantage of uniform railway mileage rates, notwithstanding the fact that their railway systems are so much more costly than the lines serving Calcutta. To quote a concrete case, it may be mentioned that sea freight for piece-goods from the United Kingdom to Calcutta has been worked out at 9·25*d.* per cubic foot. To Bombay on the other hand it is as low as 7·02*d.* per cubic foot ; and even this is still further reduced—by a rebate allowed by the Conference Liners to the Bombay Native Piece-Goods Association—to 5·96*d.* per cubic foot. If the piece-goods, upon which freight at these respective rates has been paid, are sent up-country to Delhi, the railway freight is Rs. 2-4-2 per maund, whether they go from Calcutta or from Bombay. No legitimate objection could be raised to this state of affairs—the distances from Calcutta or Bombay to Delhi differing only by 64 miles—if the Calcutta lines where unable to carry at lower rates. For Calcutta merchants would then recognise that they must be prepared to face the disadvantages of their geographical situation. But the position is surely indefensible when it is remembered that the charges on the eastern lines are maintained at a high level in order—as Sir Richard Strachey has so aptly said—to enable the western lines " to show an apparent profit in " their accounts, which if correctly set forth, would show a deficit to " be made good from the public treasury."

7. If the case is bad as regards piece-goods and other imported articles, it is even worse as regards the export grain traffic. For it certainly seems to be a fact that a large proportion of this traffic which, under equitable conditions of working would come to Calcutta, is deflected to Bombay and Karachi. This means not only a loss to Calcutta, but, for the reason given by Sir Richard Strachey, it practically means that the western merchant is flourishing at the expense of his eastern competitor. And when it is remembered that during 1904-05, 35,244,209 cwts. of wheat and wheat flour were exported from the western ports (28,427,721 cwts. from Karachi and 6,816,488 cwts. from Bombay), as compared with 8,783,053 cwts. from Bengal, it will be seen that the position is serious. The Committee do not suggest that the whole of this large quantity would in any circumstances have come to Calcutta. But they believe they are

correct in assuming that a considerable proportion of it is derived from areas which ought to be served by the East Indian Railway. If the system of uniform minimum mileage rates were non-existent and if the eastern and western lines were worked as commercial undertakings upon commercial principles, such an inequality would be impossible. For rates to the east would then be lower than rates to the west, because working expenses are lower ; and Calcutta would in consequence be able to enjoy the advantage of being what it really is—the port for the cheapest route.

8. It is not, however, only in the interest of Calcutta that the Committee take the liberty of suggesting a modification of the existing system. There are broader grounds, a consideration of which has induced them to make this representation. Russia, North America and the Argentine Republic are great wheat exporting countries They compete with India in the markets of the world ; and in fixing Indian railway rates, it is necessary to bear in mind the cost of transportation in these countries. A very small difference in the price of wheat and seeds will determine whether India or another producer supplies a demand. And it is surely, therefore, not unreasonable to assume that, if these staples can be delivered in Calcutta at lower cost than at present, it will be advantageous to the country generally. For it will be assisting the development of the export trade, which is the common object alike of the Government of India, and of all interested in the commercial prosperity of the Indian Empire.—I have, etc.,

H. M. HAYWOOD, Acting Secretary.

No. 1020-G.

From MR. J. DOUGLAS, AGENT, EAST INDIAN RAILWAY CO.

To the CONSULTING ENGINEER
to the GOVT. of INDIA for RAILWAYS, Calcutta.

CALCUTTA, 26th August 1905.

SIR,—I have the honour to invite attention to the remarks made by the Chairman of this Company at the general meeting of shareholders held in London on the 28th June last, on the subject of the very favourable circumstances under which the Undertaking is worked ; the consequent large surplus profits ; and the question which has been asked whether we can fairly maintain charges which

provide such surpluses, without at least endeavouring by lowering them to increase the volume of trade by which the surpluses are contributed and to thus advance the general interests of the country and at the same time benefit doubtless the particular interests concerned as well.

2. As regards the advantages enjoyed by the Undertaking, Sir Richard Strachey remarked :—

" The line passes through the richest and most populous districts of British India serving many very important cities, following the great trade route which has existed for centuries through districts in which the only physical difficulties to be overcome are a few large rivers. Out of a length of 2,242 miles worked, no more than 345 miles have gradients worse than 1—300, and only 63 miles worse than 1—100. Latterly it has had the further advantage of giving the chief means of access to the coal fields of Bengal, and of thus having been able to develop a coal traffic which contributes more than one-fourth part of the whole income of the railway."

In respect to the special advantage which is possessed by the Undertaking in the matter of its relatively cheap coal, our Chairman pointed out that, though valuable, it is far less important than is often supposed ; and that if the first cost of our coal were increased from Rs. 2 per ton to Rs. 8, the increased cost of carrying a ton of goods one mile would be only about ·16 pie.

3. The position in regard to surplus profits was stated in the following terms :—

" The results of the large traffic and small relative working charges on the East Indian Railway are shown by the fact that in the last five years the Government share of the surplus profits aggregated £5,200,000, the amount received in 1904 having been £1,260,000. This is after having paid interest on the whole capital outlay incurred since 1880, as well as on the outstanding debenture and other debt of the old Company at that date, together with the whole of the annuity charge, which provides for the total discharge of the original capital outlay, with a premium of 25 per cent. paid on the purchase, at a rate of about £450,000 yearly, besides paying in the five years £504,000 to lines worked by the Undertaking, and £626,000 to the Company, representing the deferred annuities, the share reserved to them under the contract of 1899."

4. The enforced minimum charges now ruling on all Indian Railways are as follows :—

	Per maund mile.	Per ton mile.
Ordinary class goods	1/6 Pie.	4·54 Pies.
Special class goods and minerals.	1/10 „	2·72 „

5. It is not possible to separate the charges as actually levied for special class goods and for minerals, but we can give separately for the East Indian Railway, firstly, the charges collected on ordinary merchandise, and, secondly, those on coal carried for the public and foreign railways. Since 1900, the charges show a steady constant decrease, as will be clear from an inspection of the following figures, which are in each case for the first or busiest half-year, with the addition of the second half-year of 1904, the latest for which we have returns :—

Average charge per ton mile on the East Indian Railway.

	1900.	1901.	1902.	1903.	1904 (i).	1904 (ii).
	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
General merchandise ...	5·85	5·83	5·75	5·57	5·38	5·18
Public coal	3·50	3·52	3·59	3·21	3·10	3·08

We are now charging an average rate of less than ½ pie per maund per mile for general merchandise, taking together commodities of high and commodities of low value, large and small consignments, carried over short and long distances. For coal, having regard to the fact that for transportation over short leads, the charge per mile should be and is greater than over our long leads, it may be stated generally that we are so near the minimum that every reduction has been given that can be given within our present powers.

The average rate received from merchandise and mineral traffic, taken together during the second half-year of 1904, was 3·99 pies per ton mile, or, as nearly as possible, ¼ pie per maund mile.

6. The restrictions on our freedom of action which are being caused by the present minimum rates have not been found so far to hamper this railway in dealing with short distance traffic. It is

when we endeavour to attract consignments and to develop traffic over long leads that our efforts are frustrated. The average rates which have been given in the paragraph immediately preceding are for consignments carried average distances :—

	Miles.
General merchandise	229
Coal	202

but we have leads over the system of over 1,100 miles for general merchandise, and of 1,000 miles for coal.

7. It is the practice to charge lower rates for long lead traffic than for that of short lead, but the figures given will probably be accepted as indicating that little or no scope remains for offering encouragement to long distance traffic, whether it is internal trade or the import and export trade of Calcutta. As regards the external trade, we have been criticized for standing still, especially as to grain, while we have in fact been unable to move because of the minimum rate. In Mr. Priestley's report on the organization and working of Railways in America, Chapter IV, American and Indian goods rates are compared, and it is pointed out (para. 148) that while a great portion of the grain traffic moved in India is for export, and while the cost of transportation in this case falls upon the foreign consumer, little attention is really paid to the effect of railway rates on foreign markets ; and, in exemplification, it is shown that the grain rates from Delhi to the ports have not been changed for the past 15 years. So far as concerns the East Indian Railway, we have throughout this period had an unchanged quotation practically down to our minimum. The distance from Delhi to Howrah is 954 miles. The minimum quotation is therefore 0-8-0 annas, while our charge throughout has been Re. 0-8-6 per maund.

Similarly, as regards grain from the important producing districts served by the northern section of the Oudh and Rohilkhand Railway over the distance from Moghal Sarai to Howrah, we have, for many years, been charging at the rate of 1-10th pie per maund per mile.

8. As to the ability of the East Indian Railway management to give reductions for long distance consignments, I would observe that, with an average lead for all traffic of, say, 210 miles, the average cost of hauling a ton of goods one mile during the first half of the year 1904, was as stated in the Analysis of Working contained in the

Administration Report of the Railway Board on the Railways in India for the year 1904, 1·44 pies. This figure, it should be noted, covers both the long and the short lead traffic, and the results as to profits have already been referred to. In such conditions there can be no reasonable doubt whatever that long lead traffic at rates considerably lower than now charged would be abundantly remunerative, and there can be little question that we should continue to recognize the principle that "traffic becomes less and less able to bear the rate as "each successive mile is travelled and charged for." In one of the most recent works on railway economics, from which this quotation is made, it is further stated that "railways in every country have "followed the same line of development. Beginning with a small "traffic at high rates, they have gradually by lower and lower rates "attracted a larger and larger volume of traffic, partly articles of "lower and lower values, partly articles of medium value, carried for "longer and longer distances."

At the present time, the development of the East Indian Railway in the manner described is at a standstill, although its capacity to give lower rates in order to attract a larger volume of traffic is undoubted.

9. Further evidence that the present minimum rates are unsuited to the circumstances of the East Indian Railway at the present time will be found by comparing the cost of working, as given in the Government analysis, when these minima were introduced, with that at the present time. The minimum rates came into force in 1891. In the second half of the previous year the cost per ton mile was 1·93 (a lower figure than in the first half of that year); while in the second half of 1904 the cost was 1·38 pies. The reduction is as nearly as possible one-third.

I venture to invite special attention to this fact and to observe that if the trade of the country served by the Railway were given even the advantage thus attained, the result would probably be an expansion of trade which would greatly benefit all the interests concerned, not only the country generally as well as the Calcutta Port and its trading community, but even the Railway itself.

The result of the action of this Railway in the matter of its rates for the carriage of coal is an object lesson in this respect. It may, of course, be said that, in the case of coal, there was a large trade

ready at hand, but I venture to hold the view that there are also large possibilities in the wheat export trade of this country and that, given the assistance and encouragement afforded by low transport charges, it will likewise largely increase, and this is, I may observe, a trade which it is particularly advantageous to develop inasmuch as a very large proportion of the population, the agricultural classes, would be thereby benefited as their ability to supply old and new wants would be increased—a result which would confer advantages all round.

10. In special reference to the diversion of traffic from this Railway and the Calcutta Port to which Sir Richard Strachey also alluded and the inability of the Railway to do anything towards safeguarding its legitimate interests in this matter, as well as those of the Port of Calcutta, I would observe as follows :—

According to the published statistics, the cost of working on the East Indian Railway, serving Calcutta, is very much less than the cost of working the Great Indian Peninsula Railway, serving Bombay, the reason being the more favourable conditions under which the former system is worked. I submit that such being the case the East Indian Railway is entitled to have the power to charge a lower minimum rate than the Great Indian Peninsula. To illustrate the matter, I would take the case of a consignment of, say, 100 tons carried 700 miles to Calcutta and Bombay by each of the Railways mentioned—

	Calcutta.	Bombay.
	Rs.	Rs.
Charge	992	992
Statistical cost of carriage (working expenses)	525	1,035
Difference—Profit or Loss	467 Profit.	43 Loss.

The method of calculation and the factors being the same in both instances the results shown may be accepted as fairly indicating the true state of the case and to afford evidence that, apart from the injury to the East Indian Railway and the Calcutta port caused by diversion of their legitimate trade, there is considerable loss to the Government—a result which must arise in the natural course as a consequence of the transfer of business from an admittedly cheaper to an admittedly more expensive agency.

11. In view of the possibility of it being considered that a difficulty might arise in dealing singly with railways in this matter, an examination has been made of the comparative cost of working on the principal railways serving Calcutta and Bombay in the external trade of those ports, with the following results—

Working expenses for the first half year of 1904.

	Cost per ton mile.		Relative comparison.
Railways serving Calcutta—			
East Indian...	1·44 pies.	=	1·00
Bengal and North-Western ...	2·03 „	=	1·41
Bengal-Nagpur	2·36 „	=	1·64
Oudh and Rohilkhand	2·57 „	=	1·80
Railway serving Bombay—			
Bombay, Baroda and Central India.	3·14 „	=	2·18
Great Indian Peninsula	2·84 „	=	1·90
Rajputana-Malwa	3·00 „	=	2·08

so that the few physical difficulties to be overcome by the railways serving Calcutta with other advantageous conditions have enabled them, even as a whole, to work at a cost so far lower than the Bombay lines as to, in my opinion, entitle them—should they desire it—to be put on a lower minimum scale than that applicable to the Bombay systems. But my representation, of course, only concerns the East Indian Railway.

12. I now ask that the case of the East Indian Railway may be considered. Our desire is to encourage and assist long distance traffic including the import and export trade of Calcutta and so to give the produce of the rich country that is served by the Railway the advantages which it can, I submit, reasonably claim in its competition with that of other countries in the markets of the world. I submit that enough has already been said to show that, in present conditions, our transport rates do not admit of that freedom of action in the matter of adjusting charges to meet the circumstances of trade which is desirable, and which, in the case of this Railway, can, I consider, be given with advantage to all the interests concerned; and I hold that, until this freedom of action is given, this Undertaking will not and cannot perform the great part it should and can play in the development of the important and rich country it is privileged to

serve, as the main agency for the transport of its produce. How my request is to be met is a matter for consideration. I venture to suggest that the minimum rate chargeable should be fixed in relation to the declared aggregate working cost; which, I submit, would be merely applying to the business of transport the principle adopted in every other known trade and which is recognised in the working of railways in other countries.

13. I would, further, observe that without assistance in railway charges in order to prevent the diversion of trade, it seems probable that Calcutta will lose its trade with all districts in the upper portion of the Ganges valley. For instance, to take the conditions at Cawnpore. Cawnpore is distant from Calcutta 684 miles and from Bombay 839 miles. During the first half-year of 1904, the exports and imports to and from Calcutta and to and from Bombay, for which these two ports are in competition, were as follows: —

	Maunds.
To and from Calcutta	... 500,000 approximate.
To and from Bombay	... 850,000 „

By its advantage in distance, Calcutta can, under the present prescribed minimum, preserve a difference at Cawnpore in railway charges as against Bombay of Re. 0-2-2 per maund on ordinary class goods, and of Re. 0-1-4 per maund for special class goods. But during the first half of 1904, the difference in each case was much greater, still the trade results have been as above stated. I would repeat that the position of Cawnpore, and, generally, the districts of the Ganges-Jumna Doab will, unless the East Indian Railway is allowed to extend to Calcutta the benefits of its cheap rail carriage, be that they will cease entirely to deal with Calcutta for the export and import trade. The latest figures available shew that of the merchandise traffic (excluding coal) carried over this Undertaking to and from Calcutta, only 6·7 per cent. is exchanged with the length of our system above Cawnpore including all the foreign railways having junctions beyond that point.

14. I have thought it best in this letter to confine my remarks as to the ability of the East Indian Railway to further the development of the country and at the same time to help Calcutta trade, if permitted to do so, mainly to considerations directly affecting the rates for railway transport. It is well-known that Calcutta in its import and export trade suffers from important disadvantages as compared

with Bombay, such as high sea freights particularly to and from the Continent, and difficult and costly navigation of the Hoogly river. But it seems preferable that the trading interests of Calcutta should speak on this subject for themselves. I may, however, observe that the main factor determining the route which traffic will take is the aggregate charge for its transport from the point of despatch to destination, and I submit that, as a set-off to the higher charges on the sea portion of its route to the world's markets, Calcutta may reasonably claim to be given the lower railway transport charges which the East Indian Railway can and is desirous of affording to its trade on the railway length of the route.

I would add that, with the object of endeavouring to secure that the Government may be placed, on as early a date as possible, in possession of the views on this question of the trading community and others concerned in the matter, a copy of this representation is being forwarded to them.

15. I trust that it will be found possible to give early and favourable consideration to this application.—I have, etc.,

J. DOUGLAS, Agent.

CHAMBER OF COMMERCE,
BOMBAY, 6th December 1905.

To the SECRETARY to the GOVERNMENT of INDIA,
DEPARTMENT of COMMERCE AND INDUSTRY, Calcutta.

SIR,—I have the honour, by direction of the Committee of the Bombay Chamber of Commerce, to address you with reference to a communication, No. 1523 of the 12th September 1905, from the Bengal Chamber of Commerce to your address, regarding the freight charges at present levied by the East Indian Railway.

2. The letter referred to must be read along with one from the Agent of the East Indian Railway to the Consulting Engineer to the Government of India, No. 1020-G of the 26th August 1905; and, although the Chamber has not been asked to express their views on these communications, my Committee deem it advisable to place their opinion on record, as it might be inferred from silence on their part that this Chamber does not seriously object to the suggestion now put forward by the Bengal Chamber of Commerce.

3. The gist of the Bengal Chamber's letter is contained in the last paragraph. Therein it is pointed out that, as regards exports of Wheat and Seeds, India has keen competitors in Russia, North America and the Argentine Republic; and it is argued that, if these staples could be delivered at a port of shipment at a lower cost than at present, it would be advantageous to the country generally, and would assist in the development of India's export trade. In this view my Committee concur, but it is impossible to acquiesce in the opinion expressed by the Bengal Chamber, that, for the trade in question, the port of Calcutta should be specially favoured. My Committee, in dealing with this matter, do not desire to advocate the claims of any particular port, but would observe that, on the question of a general development of the export business of the country, trade should be encouraged to seek its natural outlets, and that ports with natural advantages are more likely to be capable of maintaining the export trade of this country against competition than those which, owing to their geographical position, or to their greater distance from consuming markets, involve more costly transit.

4. But even if the preference desired were considered sound policy, my Committee beg leave to point out that the cheapening of the cost of goods laid down at the preferential port would not necessarily mean a cheapening of cost at the consuming market, for the expenses at and beyond the port are most important items in the Wheat and Seed trades, and any small saving that might be gained in carriage by rail to a distant port would certainly, under the conditions then prevailing, be swallowed up by the extra costs pertaining to that route; and the cheapening of the carriage by land to such a port would not then of necessity prove "advantageous to the country generally," as argued in para. 8 of the letter from the Bengal Chamber.

5. My Committee would, however, welcome a reduction in the minima rates of freight, so long as their application to all Railways is a recognised principle. But that one system running through an important part of the country—a district tapped by other lines to other ports—should be granted a preference, so that by artificial means it may draw traffic from competing lines, and thereby increase their working charges to the detriment of their remaining traffic, is a policy which cannot be considered sound from any point of view; much less so, when the port, for which this preference is desired, is not favoured with the greatest natural advantages for the traffic in question.

6. Such a preference would, moreover, be inimical to Government and against the best interests of the country as a whole; for, if on one main line the rate was lowered, and traffic was thereby diverted from competitive lines serving other ports, the result would be that whilst the working expenses of the railway carrying the increased traffic would be reduced, those of the competing lines would be increased, and their financial position impaired. The trade of the country thus served would be prejudicially affected even at non-competitive centres, and the net result would in all probability be a decreased revenue to Government, which would tend to retard the further development of railroads in this country. This is a point my Committee cannot too strongly advance for the careful consideration of Government, for an increase of rolling stock, the doubling of single tracks in important districts, and the extension of railway communication generally, are all important works, which should not be hampered by a system of preferential rates, not likely, in the case now under consideration, to add materially, if at all, to the country's exports.

7. Had it been contended by the Bengal Chamber that a reduction of the minima rates on all lines would tend to increase cultivation in the country generally, my Committee would be able to appreciate the argument, but, as this point is not referred to, it is presumed that no material increase of production is looked for in the particular districts of Upper and Central India in which the various large railway systems now compete for traffic. From the seventh para. of the Bengal Chamber's letter, the contention appears to be that, if freight conditions on the East Indian Railway were otherwise, a large proportion of the traffic in wheat and wheat flour, now shipped from Western ports, would be diverted to Calcutta. It seems clear, however, that under no conceivable circumstances could the produce of certain large wheat growing tracts in the West be diverted Eastwards for a port of shipment, and the argument put forward by the Bengal Chamber can only have force when applied to those particular parts of the country in which several main lines now compete for traffic. It appears then that the preferential rate to Calcutta is only desired in order to extend, at a sacrifice to the revenues of the country, artificial protection to a trade route, which admittedly, in other respects, does not afford for export and import facilities equal to those appertaining to other routes. But it is obvious that such a theory would be entirely incompatible with the recognised policy of

generally developing the economic resources of India as a whole ; and it is therefore felt that Government should not favour any particular route, or any particular traffic, trade, or set of merchants, but should, in the best interest of the country, hold the balance evenly and impartially between all.—I have, etc.,

C. H. ARMSTRONG, Chairman.

J. B. LESLIE-ROGERS, Secretary.

No. 7280, C & I.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

CALCUTTA, the 9th December 1905.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 6th December 1905, on the subject of the freight charges at present levied by the East Indian Railway.

2. I am to say that it will be submitted for the consideration of the Government of India.—I have, etc.,

J. CAMPBELL, Under Secy. Govt. of India.

APPENDIX G.

REUTER'S COMMERCIAL SERVICE.

CHAMBER OF COMMERCE,
BOMBAY, 3rd August 1905.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—On the 6th July 1904 my Committee addressed the Bengal Chamber of Commerce on the question of the reduction of telegraphic rates between India and Europe. With reference to the above, and in view of the reduction made on ordinary telegrams to Europe from the first of the current month, I am instructed to ask whether your Committee are prepared to make a fresh effort to obtain a corresponding reduction from Reuter's Company in their rates for daily trade messages ?

My Committee propose, in the event of your joining in a representation to the Company, to apply for a reduction of 25 per cent., thus making Rs. 375 the annual subscription for all commercial telegrams in future. An early expression of your Chamber's views on this question would be greatly valued, as it is felt that if a representation is to be effective, it should be made at the present moment, while the subject of the recent reduction on ordinary telegrams is still before the public.—I am, etc.,

J. B. LESLIE-ROGERS, Secretary.

Similar letter to the Madras Chamber of Commerce.

No. 1361-1905.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 12th August 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Reuter's Telegraphic Service.

DEAR SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter, dated 3rd August, with reference to this service. You enquire if the Committee will support a representation to the Company for a reduction of 25 per cent. in the annual subscription. This reduction would mean that the subscription for all commercial telegrams would be Rs. 375 in future. The application would, the Committee understand, be based on the ground that the rates for ordinary telegrams between Europe and India have now been further reduced.

2. In reply I am to say that the Committee are in agreement with the proposal; and that they will be prepared to join your Committee in pressing it upon the Telegram Company. They will await a further communication from you before taking any action.—Yours faithfully,

H. M. HAYWOOD, Acting Secretary.

CHAMBER of COMMERCE,
MADRAS, 12th August 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In reply to your letter of the 3rd instant, I beg to say that this Chamber is prepared to join in a representation to Reuter's

Telegram Company, with a view to endeavouring to obtain a 25 per cent. reduction in the subscription to the Commercial Service, and will be glad to hear further from you in the matter.—I remain, etc.,

A. E. LAWSON, Secretary.

CHAMBER of COMMERCE,
BOMBAY, 31st August 1905.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

Reuter's Commercial Telegraphic Service.

DEAR SIR,—In continuation of my letter of 3rd August 1905, I am directed by the Committee of the Chamber of Commerce to forward you the accompanying draft of a representation it is proposed to make to Reuter's Telegram Company on the abovementioned subject. I may add that the $\frac{\text{Madras}}{\text{Bengal}}$ Chamber is also in agreement with our proposals for a reduction, and I am therefore forwarding them a similar draft for their consideration and opinion.

My Committee have decided to submit their representation to the Company on the 15th of September, and they suggest that the three Chambers might simultaneously apply on the same date.

An early expression of your Committee's opinion will therefore much oblige.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

Similar letter to the Madras Chamber of Commerce.

CHAMBER OF COMMERCE,
BOMBAY, 15th September 1905.

HARRY W. WILLIAMS, ESQ., GENERAL MANAGER,
REUTER'S TELEGRAM COMPANY, LD., Bombay.

DEAR SIR,—As a sequence to last year's correspondence, I am directed by the Committee of the Bombay Chamber of Commerce to approach your Company again on the question of a reduced subscription for your daily commercial messages. It will perhaps not be out of place to recapitulate here the substance of the negotiations on that occasion. On the 9th March 1904, a Special Meeting of my

Committee was held at which you, and representatives of the Bombay Cotton Trade Association, Ld., were present, and it was decided, in view of a recent reduction in telegraphic rates from 4 shillings to 2 shillings and 6 pence per word, to suggest to your Company that the annual charge should be lowered; and to contribute to this end it was pointed out that many items of information hitherto supplied might be dispensed with in future. A revised list from which all unnecessary subjects had been deleted, was later on submitted for your consideration, with a recommendation that this new service should be introduced from the 1st July 1904, and that the cost to subscribers should thenceforth not exceed Rs. 300 per annum.

In reply the Committee were informed that only recently the cotton items from both New York and Liverpool had largely been increased, and that the deletions would be objected to by subscribers out of Bombay, and were not sufficient in themselves to justify the proposed reduction. My Committee then proposed that you might submit for their consideration a scheme for a modified service, which could, with due regard to the interests of the Port, be worked within the limit of the reduced subscription. On the 21st June 1904, a reply was received embodying the views of your principals in London, stating that, while it was possible to omit altogether two or three of the items the Chamber was in favour of suppressing, it was not thought that the balance could be withdrawn without raising complaints from subscribers in other centres than Bombay; and that it was the pecuniary support afforded by such outside subscribers that enabled your Company to give the Bombay subscribers so much larger a service than their contributions would themselves admit of.

It will be observed from the above correspondence that the Chamber's previous contention was a reduction of the annual subscription based on the reduced telegraphic rate combined with a shorter service. Owing, however, to the recent further curtailment of the cable rate to two shillings a word, my Committee are of opinion that the time is opportune for a re-consideration of the question solely from this particular point of view. While acknowledging that the fifty per cent. reduction in the tariff since March 1902 has not necessarily lessened the Company's outgoings in anything like the same proportion, it is obvious that the reduction must place the Company in a better financial position. Without therefore in any

way wishing to encroach on the legitimate profits of the Company, my Committee feel that with the present change of tariff to two shillings per word, they are not making an excessive request in proposing that the annual subscription should henceforth be reduced 25 per cent., thus making it Rs. 375 per annum instead of Rs. 500 as heretofore. To render this proposition more feasible, they are further prepared, if it should be necessary, to consider any practical scheme for a reduced service.

In conclusion, my Committee trust that their proposal will now be favourably received by your principals at home, as the concession asked for will, it is believed, in no way be detrimental to your Company, while it will appreciably benefit the trading community and facilitate commercial interests in general.—I am, etc.,

J. B. LESLIE-ROGERS, Secy.

No. 1527-1905.

BENGAL CHAMBER of COMMERCE,
CALCUTTA, 12th September 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Reuter's Commercial Telegraphic Service.

DEAR SIR,—With reference to your letter, dated 3rd August, I am directed to forward, for your information, a copy of the marginally noted letter which the Committee have addressed to Reuter's Telegram Co., Bombay, upon this question. You will observe that the Committee are in accord with the views which you have expressed, and which they have much pleasure in supporting.—Yours faithfully,

No. 1526-1905 of 12th September, to the General Manager, Reuter's Telegram Co., Ld., Bombay.

H. M. HAYWOOD, Actg. Secretary.

No. 1526-1905.

BENGAL CHAMBER of COMMERCE,
CALCUTTA, 12th September 1905.

The GENERAL MANAGER, REUTER'S TELEGRAM CO., LD., Bombay.

Reuter's Commercial Telegraphic Service.

DEAR SIR,—The Committee of the Bengal Chamber of Commerce have been favoured by the Bombay Chamber with a copy of a letter, which is being addressed to you, regarding a proposal for a reduced

subscription for your daily commercial messages. The proposal is that the annual subscription should be henceforth reduced by 25 per cent., thus making it Rs. 375 instead of Rs. 500 as at present. I am to say that the Committee of the Bengal Chamber are in accord with the opinions expressed in the Bombay letter. They consider that, in view of the recent lowering of telegraph rates, the Commercial community are justified in asking your Company to make a reduction; and further that the reduction proposed is not in any way excessive. They trust that the proposal will receive the favourable consideration of your Directors.—Yours faithfully,

(Sd). H. M. HAYWOOD, Actg. Secy.

CHAMBER of COMMERCE,
MADRAS, 15th September 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to your letter of the 31st August, I beg to enclose copy of a letter which this Chamber has addressed to the General Manager of the Reuter's Telegram Company, regarding a reduction in the annual subscription to the Commercial Service.—I remain, etc.,

A. C. LAWSON, Secretary.

CHAMBER of COMMERCE,
MADRAS, 15th September 1905.

To the GENERAL MANAGER, REUTER'S TELEGRAM CO., Bombay.

SIR,—Now that the Telegraphic Tariff to India has been reduced to 2*s.* per word, this Chamber begs to urge a claim for a reasonable concession in the rates of subscription charged for your Commercial Service.

The Chamber realises, of course, that the reduction of say 50 per cent. in the tariff since March 1902 cannot be expected to all come to your subscribers since a large proportion of your Company's expenses must necessarily consist of fixed charges, but it thinks that it may reasonably ask for the benefit of say, half the reduction, and hopes your Company will reduce the subscription by 25 per cent.

The Chamber would be agreeable to consider some reduction in the Service now given by your Company if such should be necessary to make the reduction asked for practicable.—I have, etc.,

(Sd.) A. J. YORKE, Chairman.

REUTER'S TELEGRAM CO., LD.,

BOMBAY, 16th September 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Your letter of the 15th instant has been duly received. I regret that I am unable to deal with it off hand, as matters of such importance naturally have to be referred to our Managing Director first for an expression of opinion.

On hearing from him, I shall then communicate with you again on the matter.—Yours faithfully,

HARRY W. WILLIAMS, General Manager.

REUTER'S TELEGRAM CO., LD.,

BOMBAY, 1st December 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I regret that owing to unavoidable circumstances I have not been able to give you a reply earlier on the subject of the rate of subscription to Reuter's Commercial Telegraphic Service.

Your letter of the 15th September was duly forwarded to our Managing Director and has been carefully gone into by him as well as by the Company's Chief Accountant, to whom the matter was submitted.

The latter after an exhaustive discussion expresses his opinion that our acceptance of your Chamber's demands for a reduction of 25 per cent. on the subscription would involve a loss of revenue to the Company of at least £1,250 per annum.

It must be borne in mind—

Firstly—that the present rate of subscription was fixed by us many years ago when the rupee was still worth two shillings instead of one shilling and four pence.

Secondly—That the reduction of the tariff by 50 per cent. is by no means equivalent to a corresponding reduction in the total telegraph expenses, incumbent upon the Company, because the information supplied has been greatly augmented.

Thirdly—In consequence of the reduced cable rates, there is a growing tendency on the part of Merchants to have the market reports required by them, cabled specially, so as to produce an adverse effect on our subscription list.

Fourthly—By reason of the expansion of the commercial services, the expense of collecting, sifting and distributing the news, has been correspondingly increased.

It will thus be seen from the point of view of rates, the saving to the Company is by no means so considerable as your Chamber seems to infer. Moreover, our service had been subjected to constant improvements and developments, to meet the requirements of various subscribers in Bombay and elsewhere, not necessarily all members of a Chamber, and this makes our position much more difficult, whereas if we had to deal with a single body like a Chamber of Commerce, there would be a definite category of news to be sent, which would be only modified at the expense of some other portion of the service, which had been found to be of diminished interest.

We see no chance of an increased *clientele*, by offering a reduced rate of subscription, since as a matter of fact that portion of the commercial community, which supports our service, is in reality saddled with the charge for the benefits of the remainder, who make no scruple to profit by the news, and yet contribute nothing to the cost.

We venture to think that before we should be asked to make any concession which would involve in our opinion, quite an unmerited sacrifice, in view of the efforts and expenses we have freely devoted to bringing the service up to its present efficient level, no stone should be left unturned by your Chamber, or the individual Merchants acting more or less collectively, to force those outsiders who are enjoying gratuitous communications of our telegrams, to pay their share. If this step were undertaken, and led to the result it ought to entail, all parties would be satisfied, and what is more, the justice of the case would be met in the way it should.—I remain, &c.,

HARRY W. WILLIAMS,
General Manager.

P. S.

Copies of the above have been sent to the Bengal and Madras Chambers.

CHAMBER OF COMMERCE,
BOMBAY, 21st December 1905.

HARRY W. WILLIAMS, ESQ.,
GENERAL MANAGER,
Reuter's Telegram Company, Ld.

DEAR SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge receipt of your letter, dated 1st December current, and to express their regret at the attitude taken up by your Company, which, it was reasonably expected, would show some desire to meet the Commercial Community—their chief subscribers—in their wish for a shorter service at a lower cost. This is all the more remarkable when taken in conjunction with the alternatives presented to the Committee by your representative at a meeting in March 1902. These were (*a*) that the rate of subscription be reduced, the information remaining as before, or (*b*) that the subscription remain as it was, and the information be amplified. In reply to these proposals my Committee imformed your Company that they preferred a reduced subscription. Since then there has been a further decline in the cable charge from 2*s*. 6*d*. to 2*s*. per word: a decline that fully justified the Committee's action in addressing you again on the 15th September last; and they still hold that the question is one that might reasonably be reconsidered.—I am, &c.,

J. B. LESLIE-ROGERS, Secretary.

No. 2122-1905.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 22nd December 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Reuter's Commercial Telegraph Service.

DEAR SIR,—In continuation of correspondence ending with my letter No. 1527 of 12th September, I am now directed to intimate that the Committee of this Chamber have been favored with copy of letter of 1st December addressed by the General Manager, Reuter's Telegram Co., Ld., Bombay, to your Chamber, and will be glad to be placed in possession of the further views of your Chamber on the subject as early as possible. I enclose for your information a copy of the General Manager's letter of 1st December to my address.

Under the instructions of the Committee, I have asked the General Manager for more detailed information as to the partial rates of subscription for fractional parts of the service, of the existence of which the Committee were not previously aware. The General Manager's letter is devoted, as you will see, to a defence of the present charges and to giving reasons why they cannot be reduced.

The Committee are reserving further correspondence for the present, as they are not quite sure as to the best way in which the matter can be dealt with.—Yours faithfully,

W. PARSONS, Secretary.

REUTER'S TELEGRAM COY., LD.,

BOMBAY, 1st December 1905.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—I beg to enclose copy of letter* which has been addressed to the Bombay Chamber of Commerce by us, and which, more or less, holds good in your case.

I would, however, beg to point out in addition, that we have continued to give the matter of a reduction in subscription our serious attention, with a view to determine whether it would be feasible to give effect to your suggestions, but the more that we examine the position, the more do we feel that the concession asked for would involve, if granted, a hardship for the Company.

We venture to think that the relief demanded could and should be secured nearer home, since as a matter of fact, that portion of the commercial community which supports the service is in reality saddled with the charge for the benefit of the remainder, who make no scruple to profit by the news, and yet contribute nothing to its cost. We understand that there are at least as many of the mercantile community, who make no scruple to obtain communication of our quotations, and work on them, without a moment's thought of the injustice, not merely to our Company, but to their fellow merchants, who have the public spirit to pay for what they require and use. We venture to think that before we should be asked to make any concession, which would involve, in our opinion, quite an unmerited sacrifice, in view of the efforts and expenses we have freely devoted to bringing the service up to its present efficient level,

* Letter dated 1st December 1905.

no stone should be left unturned by the Bengal Chamber, or the individual merchants, acting more or less collectively, to force those outsiders who are enjoying gratuitous communication of our telegrams, to pay their quota. If this step were undertaken, and led to the result it ought to entail, all parties would be satisfied, and what is more, the justice of the case would be met in the way it should.

Further, I would beg to point out that for some time past, we have arranged, in deference to numerous requests to this effect, to split up our commercial service, so that merchants can subscribe to fractions thereof, and pay a proportional subscription instead of as heretofore, having to take the whole supply and subscribe to the full amount. In adopting this course, we have naturally assumed some risk, but we cheerfully met the case out of regard for our subscribers, to whom we wished to show the utmost consideration. We think, therefore, that, having regard to these conditions, your Chamber will see that in preferring their demand, they have possibly overlooked essential points, which we are bound to bear in mind but which, if brought before your notice, you will, we feel sure, be not indisposed to take into account, and consider adequate justification for the maintenance of the *status quo*, so far as we are concerned.—I remain, &c.,

HARRY W. WILLIAMS, General Manager.

No. 2 of 1906.

Chamber of Commerce,
Bombay, 3rd January 1906.

The General Manager,
Reuter's Telegram Co., Ld., Bombay.

Dear Sir,—My Committee have been favoured by the Bengal Chamber with a copy of a letter addressed by you, dated the 1st December last, in which you state that your Company had been arranging for some time past to split up the Commercial Service so that merchants could subscribe to fractions thereof, and pay a proportionate subscription, instead of as heretofore, having to take the whole supply and subscribe to the full amount.

My Committee have not been hitherto aware of the existence of such an arrangement, and they would therefore feel much obliged if you would kindly give them more detailed information as to the partial rates you refer to. Awaiting your favour.—I am, etc.,

J. B. LESLIE-ROGERS, Secretary.

APPENDIX H.

UNIVERSAL PENNY POSTAGE.

20th October 1905.

The PRESIDENT & MEMBERS of the BOMBAY CHAMBER of COMMERCE.

GENTLEMEN,—It is intended to form a league for the establishment of *Universal Penny Postage*, so that any inhabitant of our planet, white, black or yellow, may be enabled for the sum of one penny to communicate with any other at the lowest possible rate and the highest attainable speed: Englishman with Frenchman, German, Italian or Russian; European with American; Asiatic with Australian or African; so that when one soul has something to say to another, neither colour, nor religion, nor greed, nor diplomacy, nor national antipathy, nor latitude, nor longitude, nor poverty, nor any other barrier shall stand between them.

The hour has struck for this grand, yet simple assertion of the brotherhood of nations; of a change which threatens no interest, and benefits all mankind. Since 1898, when Imperial Penny Postage was introduced, our outward mails have nearly doubled. Every Friday some 250,000 British letters pass through France and Italy for India, Hong-Kong and Australasia—12,000 miles. The postage on each of these letters is 1*d*. By the same boat a few British letters are carried for residents in Calais—21 miles; and on these letters the postage is 2½*d*.! By what perverse ingenuity can such a distinction be justified? Or why should a letter to New York cost 2½*d*. and another in the same bag be carried through that city and 1,000 miles into Canada for 1*d*.?

That thought can be fairly taxed at a Custom-house none will affirm. Opium can be weighed, whisky tested, but what scales are delicate enough to weigh the products of the human mind? That an English letter should be taxed because it is addressed to a Frenchman is a policy unworthy of the age. This is not an argument for the benefit of the "foreigner," since a letter benefits not only the addressee, but even more the sender. And if so, can it be contended that 10,000 letters sent to Canadians benefit us more than as many addressed to Americans? I maintain that the trade

and commerce resulting from cheap postage will amply compensate for any initial loss.

That the moment for action has arrived is indicated by the fact that my friend, Sir J. G. Ward, Postmaster-General for New Zealand, is to move a Resolution for Universal Penny Postage in the Postal Union Congress at Rome next year. It cannot be too soon or too clearly shown that this doughty reformer is speaking with the public opinion of the Mother country behind him.

To you, as one of those to whom our people look for guidance in great questions, I appeal for sympathy and support. *I ask you to enrol the name of your Chamber in our League,* and if convenient to give us a few words of encouragement. No pecuniary liability will be incurred by members of the League.

Without venturing to introduce the Sovereign's name in this appeal, we may confidently assume that no movement which aims at bringing the peoples of the earth into more frequent and closer correspondence and friendly intercourse can be indifferent to King Edward VII., and that we have His Majesty's silent good wishes.—I am, &c.,

J. HENNIKER HEATON.

CHAMBER of COMMERCE,

BOMBAY, 17th November 1905.

J. HENNIKER HEATON, Esq., M.P., London.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge receipt of your interesting communication on the subject of Universal Penny Postage, dated 20th October last. Recognizing the great benefits conferred on the Empire by your introduction of the Imperial Penny Postage, my Committee desire me to assure you of their entire sympathy and support in your present laudable efforts to bring about the adoption of a Universal Penny Postage which cannot but be of the greatest convenience and service to the trade and commerce of the whole world.

In conclusion, my Committee wish every success to your present scheme, and will be pleased to have the name of their Chamber enrolled in your League.—I am, &c.,

J. B. LESLIE-ROGERS, Secretary.

APPENDIX. I—1.

LATE SHIPMENTS OF PIECE-GOODS FROM THE UNITED KINGDOM.

No. 1846 of 1905.

BENGAL CHAMBER of COMMERCE,
CALCUTTA, 10th November 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Difficulties in the Piece-Goods Trade.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to enclose, for the information of your Chamber, copies of letters addressed on the 26th October to the Chambers of Commerce, Manchester and Glasgow, with reference to the difficulties which have arisen here lately in connection with the piece-goods trade between importers and their constituents in the Calcutta Bazaar, the main question at issue being that of late shipments.

The present difficulties are simply the occurrence in a more acute form of those which formed the subject of considerable correspondence between the principal Indian Chambers and the Manchester and Glasgow Chambers in the year 1900. If your markets are similarly affected, perhaps your Committee will see their way to make similar representations to the home Chambers. The matter was pressed upon the Committee by the Calcutta Import Trade Association as one requiring immediate action, so far at any rate as this market was concerned.—Yours faithfully,

W. PARSONS, Secretary.

No. 1760—1905.

BENGAL CHAMBER of COMMERCE,
CALCUTTA, 26th October 1905.

The SECRETARY, CHAMBER of COMMERCE,
Glasgow.

DEAR SIR,—I have been directed by the Committee of the Chamber of Commerce to address your Chamber with reference to serious difficulties which have arisen in connection with the piece-goods trade between importers and their constituents in the

Calcutta Bazar. These difficulties, which have no doubt already been brought to the knowledge of the Directors of your Chamber by members interested in the piece-goods trade with Calcutta, have arisen in connection with the question of late shipments which, as you are no doubt aware, have been for many years a standing grievance in the trade, and one which has caused much friction between buyers and sellers. The present difficulties are simply the occurrence in a more acute form of those which formed the subject of considerable correspondence between the principal Indian Chambers and your Chamber early in the year 1900. In my letter of 23rd January of that year I wrote as follows :—

> "The confidence of the native dealers in the bazar is being seriously shaken, especially as the latter have no remedy except to cancel or extend the time, either of which courses frequently lands them in serious loss if they have themselves resold the goods, or at any rate deprives them of prospective profit."

2. The position, at the present moment, is distinctly more serious in the view of the Committee than it was in the year 1900, as the Marwari buyers are no longer disconnected units, but have learned the power of combination to safe-guard their interests. They are now represented by the Marwari Chamber of Commerce, the Merchants' Committee of the Vaishya Sabha, and the Marwari Association. The first two of these bodies recently held a joint meeting at which they framed certain new conditions (copy enclosed) to be incorporated in the piece-goods contracts now in use by importing firms, and unanimously resolved that the adoption of these conditions in the contracts have become necessary to safeguard the interests of the members of the Associations, who had for some time past been encountering great difficulties and suffering heavy losses.

3. The clauses in question were discussed at a Special General Meeting of members of the Calcutta Import Trade Association held on the 12th September, when the following resolution was carried unanimously :—

> "That a communication be addressed to the Marwari Chamber of Commerce and the Merchants Committee of the Vaishya Sabha stating, in reply to their letter of 6th September proposing the insertion of eight new conditions in piece-goods contracts,—
>
> "(1) that, so far as regards condition No. 1, this Association will address the Bengal Chamber of Commerce and ask

them to address the Manchester and Glasgow Chambers of Commerce with the view of getting these grievances taken up ;

"(2) that, as regards conditions 2, 3, 4, 5, 6 and 7, members here present will do what they can to give the information required to the dealers on application without anything being inserted in the contract ;

"(3) that, as regards clause 8, this meeting will not agree to it."

4. The Committee of the Chamber have since been addressed by the Committee of the Calcutta Import Trade Association with regard to the first of the conditions above referred to, pointing out that during the past year, with a steady rise in prices for piece-goods generally, the irregularity about late shipments has re-appeared in an acute form, resulting on the 1st of September in the stoppage of all sales in the local bazar, and requesting the Committee of the Chamber to make a strong representation to your Chamber in favour of adopting such effective measures as will ensure in future the prompt execution of contracts by manufacturers of your City, and thus remove the legitimate grievances of the dealers on this side.

5. In the course of their representation to the Committee of the Chamber the Committee of the Calcutta Import Trade Association write as follows :—

"In the course of their enquiry into the present grievances of dealers, the Committee have become convinced that the dealers' complaints in regard to late shipments are not unfounded, instances having been placed before them where extension has been asked for and granted, month by month, as many as five times until the extension required has been six months (and sometimes more), later than the date originally contracted for. In other cases, too numerous to detail here, goods were shown to have missed their sale season entirely. To refer to one specific case only, two large sales of a standard quality were made last cold weather at intervals of say 5/6 weeks, the sale price of the latter being considerably higher than that of the former ; and while the goods sold last at the higher rate all arrived to contract time during the first four months of this year, the goods first contracted for at the lower rate have not yet arrived ; and the sellers have now informed the first buyers that the goods will not be shipped."

6. Referring again to the correspondence which took place in the year 1900 on this important matter, the Board of Directors of the Manchester Chamber of Commerce placed at the disposal of the Committee copies of letters which had passed between that Chamber and the Blackburn Chamber of Commerce. I am instructed by the Committee of this Chamber to draw your attention to the letter of 16th May 1900 from the Secretary, Blackburn Chamber of Commerce, to the Secretary of the Manchester Chamber, copy of which is enclosed herewith. As it appears to the Committee of this Chamber that there is an opening in the suggestions made in that letter for a *modus vivendi* in settling such disputes as are now under consideration, the Committee trust your Directors will, in the interests of their own merchants and manufacturers, again draw their attention to this matter, which calls for early and serious consideration, in view of the obstruction to trade which has already taken place—Yours faithfully,

W. PARSONS, Secretary.

Similar letter to Manchester Chamber of Commerce.

Accompaniments :—

(1) Copy of conditions referred to in para. 2.

(2) Copy of letter from Blackburn Chamber of Commerce, dated 16th May 1900.

Memorandum to be incorporated in the Contract for Piece-Goods.

1. If any goods sold to arrive become late, then the buyers, on being informed by the sellers of some reasonable cause of the delay, will have the option to grant one month's extension of time or to cancel the goods. If the sellers require further extension for the goods for which extension has already been granted, then the sellers shall have to make good the profit that would have been earned by the buyers, calculated at the market price of the day.

2. When any goods are sold 'to arrive,' the signature of the buyer is to be taken on the sale sample, and this should be mentioned in the contract.

3. In case of goods sold to arrive the sellers shall give timely arrival notice to the dealers, and in the arrival notice are to be mentioned all particulars of the goods, invoice allowances, date of shipment and the name of the vessel.

4. In case of ready sales all the particulars in the invoice relating to the goods are to be mentioned in the contract.

5. All allowances given in the invoice should be deducted in chits.

6. If the dealers want to see the invoice, the sellers shall have to show the original invoice.

7. Shipment samples shall be given to buyers.

8. If there be any difference in the goods sold, a survey will be held by two persons, one of whom will be an European and the other an Indian merchant. In the case of any disagreement between them a third person shall have to be appointed as umpire.

(Sd.) GUNPAT ROY KHAEMKA,

(Sd.) MAHADEO LALL PRIAG CHAND.

BLACKBURN, dated 16th May 1900.

From the SECRETARY, BLACKBURN CHAMBER of COMMERCE,

To the SECRETARY, MANCHESTER CHAMBER of COMMERCE.

Your letter of February 26th, dealing with the punctual fulfilment of contracts about which Indian Chambers of Commerce have recently been in communication with your Chamber, has been carefully considered by the Directors of this Chamber, with a view to seeing in what way the very large trade in cotton goods and yarns between our Indian Dependencies and the cotton districts can be put upon a firmer and more satisfactory basis as far as manufacturers are concerned. As a Chamber, we feel that the evils alleged to be due to the delays complained of are assigned too broadly to the manufacturers of cloth without taking into account the delays due to its subsequent handling by agents, printers, bleachers, finishers, merchants, and others. The fact to which you draw our attention in your letter of February 26th of the lax arrangements in vogue between manufacturers and spinners as to the frequent absence in their contracts of specified dates for the delivery of yarn is undoubtedly the cause of much trouble, and this Chamber will welcome any well considered method which will tend to ensure the due fulfilment of these contracts. It may be that it would be to the general advantage of the cotton trade if a penalty always followed the failure to complete any time contract, whenever such a failure was not the result of fire, breakdown, strike, general lock-out, or other non-preventable

cause. The contract should make it quite clear that in the event of delay the buyer of the merchandise should have the option of accepting or not the late portion at a reasonable allowance, and also the option of cancelling or not the undelivered portion of the contract at the difference in the market price of the commodities. This Chamber is quite willing to co-operate in establishing some common understanding between manufacturers, spinners, and merchants to this end. The operation of such a self-acting principle as is now suggested would to a great extent meet the difficulties of the position. At the same time there are very plain and obvious advantages about the recognition of some Tribunal of Arbitration to deal with the application of the principle, and with cases not covered by it. As regards the Tribunal of Arbitration, my Directors hardly think that it would be desirable that the Arbitrators should be drawn entirely from a body which must principally represent the merchants, who are one of the parties to disputes in case of cloth delivery. It is known, no doubt, to your Chamber that there is a similar Tribunal of Arbitration in connection with this Chamber, representing as it does a very large section of the manufacturing trade. Perhaps it would be found practicable for cases in which Manchester merchants and Blackburn manufacturers were involved to be heard before Arbitrators taken from both Tribunals of Arbitration, and so to remove any feeling that the Associations of Tribunal were more with the merchants or shippers than the manufacturers.

CHAMBER of COMMERCE,
BOMBAY, 30th November 1905.

The SECRETARY, CHAMBER of COMMERCE, Manchester.

DEAR SIR,—My Committee have been favoured by the Bengal Chamber of Commerce with a copy of a communication, No. 1760 of 1905, of the 26th ultimo, addressed to you on serious difficulties that have lately arisen in the piece-goods trade in Calcutta between importers and their native constituents in the matter of late shipments.

As trouble of this nature has also been experienced in Bombay, my Committee desire me to support the views of the Bengal Chamber, and to call your special attention to the great difficulties caused to merchants and their clients by the increasing irregularities complained of.

On the same subject my Committee addressed you in January 1900, and as in some directions there is again much trouble over delivery, as per contract, of cheaply bought goods in an advancing market, my Committee would be glad of the views of your Chamber on the point in question, as they understand that the Marwari Association of Calcutta have recently addressed the Native Piece-Goods Merchants' Association of Bombay. If concerted action should be taken by Native Associations, importing merchants may later on be very awkwardly placed, and the whole trade may suffer owing to the failure of some manufacturers to fulfil their contracts and to the inability of buyers at home, due presumably to the want of a proper system of arbitration which it is thought might be organised by your Chamber to enforce compensation not only to merchants who in such cases lose their commission but to dealers who lose their season and their profit.

The complaint is not so much of goods which are a few days or even a week or two late in delivery, as it is fully recognised that even the most careful manufacturer may sometimes fall a little behind, but to contracts which, placed perhaps for delivery four to six months ahead, are not apparently touched, and on the last day for delivery an extension of time is asked, sufficient to manufacture the goods from the start. This occurs generally in a rising market, and it is found that at such a time cheaply bought goods are the ones for which an extension is required, it is presumed, because the manufacturer having oversold has been delivering against more remunerative contracts.

Such a procedure not only exasperates native dealers in the Indian Bazaars, but causes much trouble to importing firms who often run the risk of losing a good client unless they give compensation, which, for want of a proper system of arbitration at Home, cannot be recovered from the responsible party.

It is felt that in view of the correspondence passing between the two Native Associations above referred to, the matter demands serious consideration, and any remedy your Chamber can propose will be welcomed and carefully considered by my Committee.—I am, etc.,

J. B. LESLIE-ROGERS, Secretary.

Similar letter to the Glasgow Chamber of Commerce.

CHAMBER of COMMERCE,
MANCHESTER, 23rd December 1905,

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The subject of your letter of the 30th November is receiving the careful attention of a Committee of this Chamber, in consultation with the Chambers of Commerce of the Lancashire manufacturing districts most concerned. The discussion will necessarily occupy some time, but I hope to be able to write you fully in the course of a few weeks.—I am, etc.,

W. SPEAKMAN, Secretary.

No. 70 OF 1906.

CHAMBER of COMMERCE,
KARACHI, 27th January 1906.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Late Deliveries of Piece-Goods and Yarns.

DEAR SIR,—I am directed to enclose, for the information of your Chamber, a copy of a letter addressed by this Chamber to the Manchester and Glasgow Chambers of Commerce on the above subject.—Yours faithfully,

C H. CHETHAM, Secretary.

No. 64/65.

CHAMBER of COMMERCE,
KARACHI, 30th December 1905.

To the PRESIDENT,
MANCHESTER CHAMBER of COMMERCE.

Late Deliveries of Piece-Goods and Yarns.

DEAR SIR,—I beg once more to invite the attention of your Chamber to the serious difficulties experienced in this part of the world by importers of piece-goods and yarns consequent upon frequent late deliveries. Prices have been ruling very high, and with a large business and heavy commitments forward, there is a feeling that manufacturers and suppliers at home, anxious to take advantage of the position, have in many cases knowingly booked ahead, far in excess of their possible production, relying upon the present conditions of the piece-goods' and yarns' trades to escape from the consequences of the inevitable late delivery. On this side the results are

very serious. Importers not only find themselves deprived of goods on which they may have earned a legitimate profit, but having no option other than to cancel or extend the time for shipment, they find themselves in the position of not only losing their profits but probably of missing the market altogether. The evils of the position were explained by this Chamber to you six years ago (in January 1900), and it was then understood that your Chamber was fully alive to the importance of the subject and was doing all in its power to remedy a state of affairs so undesirable in itself and so very unfair to importers and buyers in India. Unfortunately no improvement has been perceptible on this side and the question of late deliveries is now assuming an acute stage that, it is feared, can only result in the permanent disadvantage of home manufacturers and European Importing Houses. As you are aware Indian buyers are everywhere combining and forming Associations with the object of securing more advantageous terms from Importing Firms; these Associations are yearly gaining in strength, and the losses and disabilities which result from late deliveries act as a most powerful stimulus to their progress. Then again the movement in India for encouraging the use of Indian-made articles and goods (the Swadeshi movement) is very wide-spread, and is undoubtedly gaining ground throughout the country. Every case of late delivery serves as a direct incentive to Indian merchants to divert trade from English manufacturers to Indian Mills, and it is well known that enormous orders for spinning and weaving machinery for India are now in course of execution.

The above facts all show very clearly that apart from the monetary inconvenience and loss which importers out here suffer owing to late deliveries, the results are likely to prove in a marked degree permanently disadvantageous to all concerned in the manufacture and importation into India of piece-goods and yarns. My Committee therefore urge upon you the necessity of giving the matter their most serious attention. They notice that the Bengal Chamber have recently addressed you at length on this subject. They entirely concur with the Bengal Chamber's representation of the whole matter and they hope that your Chamber may be able to take steps that will result in an improvement of the present very unsatisfactory state of affairs.—Yours faithfully,

(Sd.) M. DE P. WEBB, Chairman.

Similar letter to the Glasgow Chamber of Commerce.

APPENDIX I-2.

FIRE INSURANCE TARIFF FOR GOODS WAREHOUSED IN THE PRINCE'S & VICTORIA DOCKS.

NEW ZEALAND INSURANCE COMPANY,

BOMBAY, 22nd July 1905.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—A fire took place on the 20th of January in the Uncleared or Unclaimed Goods Warehouses in the Prince's and Victoria Docks which resulted in a very heavy loss and in proving to the Fire Insurance Offices most conclusively that, under existing conditions, it was impossible for them to gauge their liabilities correctly. The result has been that a new Fire Tariff has been drawn up for the Prince's and Victoria Docks which has raised the rates very considerably and also altered the conditions under which policies can be granted. I believe that a copy of this tariff will be forwarded to you by the Fire Insurance Association, and I would draw your particular attention to the fact that the rating for goods in the Uncleared Goods Warehouses is very much higher than for goods in the Duty Paid Warehouses. In several instances of claims for goods lost in the late fire it has been found that goods, on which duty had been paid and which were therefore presumably in the Duty Paid Warehouses, were still lying in the Unclaimed Goods Warehouses at the time of the fire. I believe the Port Trust contend that they are under no liability whatever to store goods, on which duty has been paid, in the Duty Paid Warehouses, but that they can continue to store in the Uncleared Goods Warehouses or anywhere else provided they charge the rent prescribed for goods in the Duty Paid Warehouses which is lower than for goods in Unclaimed Goods Warehouses. In fact their contention is that they can store goods where they like, provided they do not charge more in the shape of rent than what is chargeable in the Duty Paid Warehouses. I would point out that under the new Tariff this may entail very considerable hardship on merchants, as the rate for insurance on goods in the Unclaimed Goods Warehouses is much higher than for goods in the Duty Paid Warehouses. It means therefore that insurers

will be obliged to take out larger policies on the more highly rated risks than would be necessary if they could feel certain that goods would immediately be transferred to the Duty Paid Warehouses on duty being paid. In my opinion it will be perfectly useless for the Fire Association to approach the Port Trust on the matter. Over two years correspondence between the Fire Insurance Association and the Port Trust on the question of certain godowns being set aside for the storage of certain goods has resulted in nothing being done beyond the question still being under the careful consideration of the Port Trustees. I therefore bring the matter to your notice in the hope that some of the Members of the Chamber interested in Imports may consider it worth their while to move the Chamber to take steps to make the Port Trust alter their procedure to the advantage of every one using the Docks.—Yours faithfully,

ALEX. M. TOD, Manager.

THE BOMBAY ASSOCIATION OF
FIRE INSURANCE AGENTS.
BOMBAY, 21st July 1905.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We are directed by the Committee of this Association to send you 3 copies of the revised Fire Insurance Tariff Rates for insurances on merchandise, &c., at the Docks, and same will be found under this cover.—We are, &c,

A. F. FERGUSON & Co., Secretaries.

THE BOMBAY FIRE INSURANCE ASSOCIATION.
FIRE INSURANCE TARIFF RATES.

Revised Rates and Regulations in force from and after 15th June, 1905.

Prince's and Victoria Docks.

1. Uncleared Goods Warehouse lettered "A" and Customs Warehouse numbered 1 on plan of the Docks—on either or both (excluding the Import Warehouses, Transit Sheds and Quays) ... ... 8 as. per cent. per annum.

2. Import Warehouses and Godowns,—on all or any (excluding Warehouses marked "A" and 1 above referred to and Transit Sheds, Wharves and Quays.)

(*a*) With warranty that no goods other than Piece Goods, Yarns and/or other Textile Fabrics (excluding Gunnies and/or Hessians) in original bales, and/or cases and/or metals will be stored in the Godowns to which this insurance applies. 2 as. per cent. per annum.

(*b*) General Merchandise, subject to the following warranty:—"Warranted that no Cotton, Jute, Hemp, Hay, Matches, Oils and/or Oily Waste is/are included in the insurance by this policy." ... ... 4 „ „ „

(*c*) Indian and/or Egyptian Cotton in fully pressed iron-bound bales ... ... 6 „ „ „

(*d*) Cotton other than the above, also Jute and Hemp ... ... 8 „ „ „

(*e*) Matches, Crackers and Mineral Oils ... ...10 „ „ „

(*f*) Oily Waste ... ...24 „ „ „

3. Transit Sheds, Wharves and Quays,—on all or any (excluding Warehouses marked "A" and 1 above referred to, and Import Warehouses)—

(*a*) General Merchandise, subject to the following Warranty:—"Warranted that no Cotton, Jute, Hemp, Hay, Matches, Oils and/or Oily Waste is/are included in the insurance by this policy" ... ... 4 as. per cent. per annum.

(*b*) Indian and/or Egyptian Cotton in fully pressed iron-bound bales ... ... 6 as. per cent. per annum.

(*c*) Cotton other than the above, also Jute and Hemp ... 8 „ „ „

(*d*) Matches, Crackers and Mineral Oils ... ...10 „ „ „

(*e*) Oily Waste ... ...24 „ „ „

Apollo Bonded Warehouse.

Apollo Bonded Warehouse ... ... 6 as. per cent. per annum.

Transit Sheds, Wharves and Quays at Mody Bunder and/or Carnac Bunder and/or B. I. S. N. Co.'s Shed at Carnac Bunder, Central Road.

(*a*) General Merchandise, subject to the following warranty :— " Warranted that no Cotton, Jute, Hemp, Hay, Matches, Oils and/or Oily Waste is/are included in the insurance by this policy " ... ... 4 as. per cent. per annum.

(*b*) Indian and/or Egyptian Cotton in fully pressed iron-bound bales ... ... 6 „ „ „

(*c*) Cotton other than the above, also Jute and Hemp ... 8 „ „ „

(*d*) Matches, Crackers and Mineral Oils ... ...10 „ „ „

(*e*) Oily Waste ... ...24 „ „ „

Note.—The above rates only apply to a policy taken out to cover goods in a specified godown or shed. If a policy is extended to cover goods in more than one of the above godowns or sheds an extra of 2 as. per cent. per annum must be added to the normal rate chargeable for the risk.

Floating Policies.

Under Items 1, 2 and/or 3 policies may include without extra charge, Railway Termini in Bombay but no other risk, the following being the only exception allowed :—

Exception :—Under Item 2 (*b*) and subject to the warranty therein, policies may be issued including warehouses " A " and " 1 " above

referred to, Import Warehouses, Transit Sheds, Wharves and Quays at the Prince's and Victoria Docks and all or any Railway Termini in Bombay, in one undivided amount at the rate of 12 annas per cent. per annum.

By order of the Committee,

A. F. FERGUSON & Co., Secretaries.

CHAMBER of COMMERCE,

BOMBAY, 31st July 1905.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am instructed by the Committee of the Chamber of Commerce to forward you the accompanying Insurance circular, and to ask you, in reference to the above, to be good enough to kindly furnish them as early as possible with a complete list of all the goods which the Port Trust now stores in its duty paid warehouses.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

No. 3976.

BOMBAY PORT TRUST,

SECRETARY'S OFFICE,

BALLARD ROAD,

BOMBAY, 2nd August 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated 31st ultimo, I am directed to say that to prepare a list of all goods now stored in the Port Trust duty paid warehouses would entail a great deal of labour, and that it could not readily be furnished and would not be exhaustive.

2. I am to enclose a copy of the Trustees' By-laws relating to the Warehouses and to invite attention to By-law No. 2 which specifies the goods included under the head of "Hazardous Goods" which are not admitted to the Warehouses. At pages 18 to 19 will be found a list of the more important items admitted for storage.—I have, &c.,

J. TYERS, Acting Secretary.

CHAMBER of COMMERCE,
BOMBAY, 5th August 1905.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I have the honour to acknowledge receipt of your letter No. 3976 of the 2nd instant, together with a copy of the Trustees' By-laws containing a list of certain hazardous and non-hazardous goods, and beg to thank you for the same.

Allow me to take this opportunity of drawing your attention to another matter connected with the warehousing of goods. It appears that at present there is no certainty regarding the removal of goods from the Unclaimed Godowns to the Duty Paid Godowns: goods often continue to remain in the former long after duty has been paid on them. As there is an appreciable difference between the rates charged by the Insurance Companies on the Duty Paid and the Uncleared Warehouses, it is very desirable that goods should not lie in the latter longer than absolutely necessary. With this idea in view my Committee request, on behalf of the trade, for an assurance on the part of the Port Trust that when duty is once paid on unclaimed goods, they will immediately be removed to the duty paid warehouses.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

No. 4661.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BALLARD ROAD,
BOMBAY, 6th September 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—Referring to your letter dated 5th ultimo, I am directed to state that the question of fixing a period within which goods shall be removed from the Uncleared Warehouse to the Duty Paid Warehouses has engaged the careful consideration of the Board and it is proposed to amend the By-laws so as to provide that such goods shall be removed to the Duty Paid Warehouse within 10 days of the date of the receipt of the warehousing application, provided the goods are first cleared from Customs charge.

2. I am to explain that on receipt of warehousing applications (generally in the afternoon) search has to be made for the goods to be warehoused and room has to be made in the different Duty Paid Warehouses in which the goods have to be stored. Moreover, it frequently happens that warehousing applications for a large number of packages are received on the same day and sometimes of necessity there is a delay in removals in order to make room in the particular warehouse to which the packages have to be removed. For these reasons it is not possible to undertake that goods shall be transferred immediately, but it is hoped that by prescribing a limit of 10 days the necessities of the case will be sufficiently met.

3. I am in this connection to mention that the attention of the Trustees has recently been drawn to the very large number of packages stored from time to time and often left for long periods in the Uncleared Goods Warehouse, and to say that it is proposed to increase the charges for storage in that warehouse, not as a means of producing increased revenue, but to check the tendency which at present exists to use that warehouse as a godown and not for its legitimate purpose whereby great inconvenience is caused. To provide a suitable remedy it is considered that the rates to be charged might be on an ascending scale, increasing every fortnight. I am to add that this proposal, while meeting the necessities of the case, should not in any way inconvenience trade as importers would always have the option of clearing their goods and applying to have them removed to the Duty Paid Warehouses where the rates of rent are very much lower.

4. I am to say that the Board will be glad of the opinion of the Chamber on these proposals —I have, &c.,

J. TYERS, Acting Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 20th September 1905.

The ACTING SECRETARY, BOMBAY PORT TRUST, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 4661 of the 6th instant, and to intimate that my Committee note with satisfaction your intention to amend the By-laws so as to provide that uncleared goods should in future be removed to the Duty Paid Warehouse within ten days of receipt of a warehousing order; and they

also approve of your proposal to increase the rates on an ascending scale for the Uncleared Warehouse with a view to check the tendency to use the said warehouse as a convenient godown.

In conclusion, the Committee are of opinion that in amending the By-laws the opportunity might also be taken to fix a reasonable time limit for removal of goods from the various transit sheds.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 26th September 1905.

The SECRETARIES, BOMBAY ASSOCIATION of FIRE INSURANCE AGENTS, Bombay.

DEAR SIRS,—The subject of Fire Insurance at the Prince's and Victoria Docks was duly discussed yesterday at a meeting between a deputation from your Board and a Sub-Committee of the Chamber. As a result of the discussion my Committee have now directed me to place the undermentioned proposals before your Association and they trust the same will meet with your approval and early acceptance:—

(*a*) That an insurance of annas 2 be charged on metals, piece-goods, yarns and other textile fabrics as per Warranty A of the Fire Insurance Tariff Rates enforced from 15th June 1905; and annas 3 on all non-hazardous merchandise as per Warranty B. Both classes of goods being allowed storage in the same godowns.

(*b*) That a rate of 4 annas be charged for a floater over the Import Godowns, Transit Sheds, Wharves, Quays and open spaces at the Docks with Warranty B, excluding, however, the Uncleared Warehouse and the Customs Warehouse.

(*c*) That the rating of the Uncleared and the Customs Warehouse be 5 annas.

(*d*) That 6 annas be charged for a floater over the Uncleared and Customs Warehouses, transit sheds, wharves, quays and open spaces at the Docks.

(*e*) That the charge for a general floating insurance covering the whole Dock should be annas 8.—I am, &c.,

J. B. LESLIE-ROGERS, Secretary.

The BOMBAY FIRE INSURANCE ASSOCIATION,
BOMBAY, 7th October 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Reverting to your letter of 26th ultimo, we now beg to inform you that the revised scale of rates for insurance on merchandise within the Docks, as proposed by the Chamber, has been considered by the Committee of this Association, and with the exception of item (*a*) they have agreed that the reduction of the rates for these risks should be recommended to Head Offices for adoption.

To your suggestion with regard to item (*a*), we regret our Committee could not agree, and it was decided that item 2 (*a*) of Tariff Notice No. 28 of 1905 should remain unaltered and that general merchandise as per item 2 (*b*) should in future be rated at 3 as. per cent. after sanction of this reduction in rate has been received from Head Offices.

We enclose a printed copy of the revised rates which will, therefore, be submitted to all Head Offices for approval and we trust to be able to communicate to you the result by about the middle of November.—We are, etc.,

A. F. FERGUSON & Co., Secretaries.

CIRCULAR.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
BOMBAY, 6th October 1905.

To the AGENTS OF FIRE INSURANCE OFFICES, Bombay.
Prince's and Victoria Docks.

GENTLEMEN,—Referring to Tariff Notice No. 28 of 1905 we are directed to inform you that the Committee have had under reconsideration the rates brought into force by the issue of that notice in view of representations that the enhanced rates bear unfairly on trade and are not warranted by past experience. The Chamber of Commerce have been in communication with the Port Trust and it has been found that it is not possible to adopt a different method of storage to that now existing until increased storage accommodation at the Docks is available.

A Sub-Committee of the Chamber had a meeting recently with the Committee, and as a result of the discussion which took place the Chamber has submitted certain proposals for the amendment of the rates. Your Committee have carefully considered these proposals

and have decided to recommend the alteration of the Dock Tariff as per Circular attached for adoption by Offices.

The amendments will have the effect of reducing the rates for risks at the Docks and must, therefore, under the Association's Rules, be submitted to Head Offices for approval.

We are to request that Offices will, therefore, submit the question to their Head Offices for the favour of a reply at the earliest possible date as it is proposed to hold a general meeting of members of this Association on 15th November to confirm the new ratings if they are approved by Head Offices.—We are, etc.,

A. F. FERGUSON & Co.,
Secretaries.

THE BOMBAY FIRE INSURANCE ASSOCIATION.
DRAFT TARIFF NOTICE FOR APPROVAL.
Prince's and Victoria Docks.

1. Uncleared Goods Warehouse and Customs Warehouse numbered 1 on plan of the Docks—on either or both (excluding the Import Warehouses, Transit Sheds and Quays) ... ... 5 as. % per annum.
2. Import Warehouses and Godowns—on all or any (excluding Uncleared Goods Warehouse and Customs Warehouse above referred to and Transit Sheds, Wharves and Quays)
   (*a*) With warranty that no goods other than Piece-Goods, Yarns and/or other Textile Fabrics (excluding Gunnies and/or Hessians) in original bales and/or cases and/or metals will be stored in the Godowns to which this insurance applies ... ... 2 as. % per annum.
   (*b*) General Merchandise, subject to the following warranty:—"Warranted that no Cotton, Jute, Hemp, Hay, Matches, Oils and/or Oily Waste is/are included in the insurance by this policy." ... ... 3 „ „
   (*c*) Indian and/or Egyptian Cotton in fully pressed iron-bound bales ... ... 6 „ „

(*d*) Cotton other than the above, also Jute and Hemp ... ... 8 as. % per annum.
(*e*) Matches, Crackers and Mineral Oils ... 10 „ „
(*f*) Oily Waste ... ... 24 „ „

3. Transit Sheds, Wharves and Quays and open spaces—on all or any (excluding Uncleared Goods Warehouse and Customs Warehouse above referred to, and Import Warehouses).

(*a*) General Merchandise, subject to the following Warranty :—" Warranted that no Cotton, Jute, Hemp, Hay, Matches, Oils and/or Oily Waste is/are included in the insurance by this policy" ... ... 4 as. % per annum.
(*b*) Indian and/or Egyptian Cotton in fully pressed iron-bound bales ... ... 6 „ „
(*c*) Cotton other than the above, also Jute and Hemp ... ... 8 „ „
(*d*) Matches, Crackers and Mineral Oils ... 10 „ „
(*e*) Oily Waste... ... ... 24 „ „

Floating Policies.

Under Items 1, 2 and/or 3 policies may include without extra charge, Railway Termini in Bombay.

Under Item 2 (*b*) and subject to the warranty therein, policies may be issued including

(*a*) Import Warehouses and Godowns, Transit Sheds, Wharves, Quays and open spaces at the Docks (excluding Uncleared Goods Warehouse and the Customs Warehouse) ... ... 4 as. % per annum.
(*b*) Uncleared Goods Warehouse, Customs Warehouse and Godowns; Transit Sheds, Wharves, Quays and open spaces at the Docks... ... ... 6 „ „
(*c*) Uncleared Goods Warehouse, Customs Warehouse, Import Warehouses, Transit Sheds, Wharves and Quays and open spaces at the Prince's and Victoria Docks and all or any Railway Termini in Bombay, in one undivided amount ... ... 8 „ „

CHAMBER OF COMMERCE,

BOMBAY, 16th October 1905.

The ACTING SECRETARY, BOMBAY PORT TRUST, Bombay.

SIR,—I have the honour to forward for your information the accompanying "Draft Tariff Notice" lately received from the Bombay Fire Insurance Association. The revised rates contained therein have been submitted for approval to the Head Offices of all the Insurance Companies, and a definite decision will, it is expected, be arrived at about the middle of November.

In connection with this matter my Committee would point out that if as per Warranty "A", Piece-Goods, Yarn, Metals, &c., could be stored separately from other non-hazardous goods, the trade would be able to secure a lower rate for insurance; and as regards the New Dock now under construction my Committee hope that adequate arrangements will be made to provide for such special accommodation.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

APPENDIX I-3.

INSURANCE ON GOODS WAREHOUSED AT THE PRINCE'S AND VICTORIA DOCKS.

THE BOMBAY ASSOCIATION OF FIRE INSURANCE AGENTS,

BOMBAY, 4th April 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The recent fire in the "Unclaimed" Warehouse at the Victoria Docks has given rise to a very large number of claims on the Fire and Marine Insurance Offices doing business here.

In all Fire Policies there is a stipulation that they do not cover loss or damages to property insured under Marine Policies, and while some Marine Policies give protection only until landed, there are others which contain the clauses "until delivered," "until delivered to Consignees" or "until delivered into consignees' Warehouse."

Under these conditions the fixing of liability for damage is causing delay in the adjustment of claims, and our Committee consider that

as the question of responsibility as between Fire and Marine Companies, turns in many cases almost entirely upon the definition of the term "delivery," it would greatly facilitate matters if your Committee would favour them with their opinion.

The points at issue may, we think, be put in the form of the following questions:—

(1) May goods in the custody of the Port Trust in the Transit Sheds, or the Uncleared Warehouse at the Prince's and Victoria Docks, be said to be delivered?

(2) May such goods be said to be delivered to the consignees?

(3) May such goods be said to be delivered to the consignees' Warehouse?

A reply from the Chamber of Commerce to these questions would, of course, carry great weight, and would, we are sure, expedite the settlement of questions at issue between the Fire and Marine Companies, and our Committee trust that in the circumstances they may be excused for troubling you in the matter.—We are, etc.,

A. F. FERGUSON & Co.,
Secretaries.

CHAMBER of COMMERCE,
BOMBAY, 6th April 1905.

The SECRETARIES, BOMBAY ASSOCIATION of FIRE INSURANCE AGENTS,
Bombay.

DEAR SIRS,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 4th instant, and in reply to your enquiries to say that the Committee are of opinion—

(1) That goods in the Transit Sheds are not delivered until they are actually removed;

(2) that goods in the Uncleared Warehouse may be said to be delivered;

(3) that the Uncleared Warehouse at the Docks may be considered a "Consignees' Warehouse."—I am, etc.,

C. J. MICHAEL, Actg. Secretary.

The BOMBAY ASSOCIATION OF FIRE INSURANCE AGENTS,

BOMBAY, 11th April 1905.

The ACTING SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In acknowledging receipt of your letter of the 6th instant, we are instructed to convey to you the best thanks of our Committee for the expression of opinion of the Committee of the Chamber on certain points arising out of the recent fire at the Unclaimed Warehouse at the Victoria Dock.—We are, etc.,

A. F. FERGUSON & Co., Secretaries.

APPENDIX J-1.

PETROLEUM.

CONVEYANCE IN NATIVE PASSENGER SHIPS.

No. 7804-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, the 10th December 1904.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—The attention of the Government of India has been directed to the fact that vessels plying under the Native Passenger Ships Act, 1887 (X of 1887), frequently carry cargoes of petroleum during the season when passenger traffic is unremunerative, and subsequently engage in passenger traffic while the vessel is still in a dangerous condition owing to the presence of petroleum or petroleum vapour, due to leakage, in the between-decks and holds.

2. The Government of India are advised that such vessels are not in a fit condition to carry passengers until they have been thoroughly freed from the presence of petroleum and petroleum vapour, as a naked light may at any time ignite the oil or cause the vapour to explode.

3. It has been suggested that such accidents could be prevented if certificates were not granted in respect of vessels which had been used for the carriage of petroleum, unless the ships were certified, by the officer appointed under Section 7 of the Act, to be free from the presence of petroleum or of petroleum vapour.

4. I am to request that the Government of India may be favoured with the opinion of the Chamber on this proposal. If the course suggested be considered unsuitable, I am to enquire what alternative the Chamber would recommend for adoption.—I have, &c.,

J. CAMPBELL, Under Secy., Govt. of India.

CHAMBER of COMMERCE,

BOMBAY, 2nd February 1905.

The UNDER-SECRETARY, GOVERNMENT OF INDIA,

FINANCE AND COMMERCE DEPARTMENT, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 7804-S.R., dated 10th December 1904, and to say that, on the assumption that the rule proposed is to apply only to vessels that have carried "cargoes" of petroleum and not to vessels that have carried only small consignments thereof, my Committee see no objection to the proposal.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

No. 3131—3135-C.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY,

SIMLA, the 7th July 1905.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to the correspondence ending with your letter, dated the 2nd February 1905, addressed to the Finance Department, I am directed to forward, for the information of the Chamber, a copy of a letter, No. 3127-3130-C., dated 7th July 1905, and its enclosure, which has been forwarded to the Maritime Local Governments.—I have, etc.,

J. CAMPBELL, Under-Secy., Govt. of India.

No. 3127-3130-C.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIMLA, the 7th July 1905.

To the SECRETARY to the GOVERNMENT of MADRAS, Marine Department.

To the SECRETARY to the GOVERNMENT of BOMBAY, General Department.

To the SECRETARY to the GOVERNMENT of BENGAL, Marine Department.

To the SECRETARY to the GOVERNMENT of BURMA, Commerce Department.

SIR,—I am directed to refer to the correspondence ending with your letter No. 25-Marine, dated the 17th January 1905, / 113-C., dated the 25th February 1905, / 431-Marine, dated the 10th March 1905, / 1110-48-2, dated the 27th February 1905, addressed to the Finance and Commerce Department, on the subject of the precautions to be observed in the case of vessels plying under the Native Passenger Ships Act, 1887 (X of 1887), which carry cargoes of petroleum during the season when passenger traffic is unremunerative, and subsequently engage in passenger traffic while still in a dangerous condition owing to the presence of petroleum or petroleum vapour in their between-decks and holds.

2. The Government of India are of opinion that it is necessary, in the interests of the public safety, to examine such vessels in order to determine whether they are in a fit state to carry passengers before permitting them to be re-employed for passenger traffic, and they consider that this can be attained, with the minimum of disturbance to the shipping interest, by the adoption of the procedure prescribed in the accompanying executive instructions which have been drawn up in consultation with the Chief Inspector of Explosives. I am accordingly to request that, with the permission of H. E. the G. in C. / H. H. the L. G., these instructions may be communicated to the officers authorised to grant certificates under the Native Passenger Ships Act for their guidance.

3. It is not anticipated that any practical difficulty will be experienced in giving effect to these instructions, as it may be pre-

sumed that shipowners, masters, and agents will, in their own interests, give sufficient notice to the surveyors in cases where it is proposed to re-employ a vessel which has been engaged in carrying cargoes of petroleum for passenger traffic.—I have, etc.,

J. CAMPBELL, Under-Secy., Govt. of India.

EXECUTIVE INSTRUCTIONS.

When a vessel which has been carrying petroleum as cargo, without having passengers on board, is about to be used for the passenger trade, the surveying officer should, under Section 15 (2) of the Native Passenger Ships Act, 1887 (X of 1887), refuse to grant a B certificate in respect of that vessel until he is satisfied that the safety of the passengers is not imperilled owing to the presence of petroleum or petroleum vapour on the ship.

2. He should make a thorough examination of all parts of the vessel in which petroleum may have been stored, or in which petroleum or petroleum vapour may have collected.

3. If he should see any petroleum lying about on the deck or in the holds, or notice any pronounced smell of petroleum, he should order any petroleum which may be in sight to be mopped up with cloth, tow or other suitable material, and should insist on the whole vessel, its holds and between-decks, being thoroughly ventilated by such practicable means as are at his disposal on the vessel, *viz.*, by opening ports, hatches and doorways, by wind sails, or by steam jets or rotary fans, where these are available.

APPENDIX J—2.

RULES REGARDING THE POSSESSION AND TRANSPORT OF PETROLEUM.

THE ASIATIC PETROLEUM COMPANY, LIMITED.

BOMBAY, 5th January 1905.

The SECRETARY, BOMBAY CHAMBER of COMMERCE.

Petroleum Rules.

DEAR SIR,—We beg to hand you herewith a copy of a letter we have addressed to the Bombay Government regarding the Petroleum

Rules, and would ask you to submit it to your Committee with the request that they will address Government in support of our representation.

We also beg to hand you copy of the joint letter of 16th November which was addressed to the Government of India, and which is referred to in our letter to the Bombay Government.—Yours faithfully,

W. & A. GRAHAM & Co., Agents, The Asiatic Petroleum Co., Ld.

BOMBAY, 29th December 1904.

To the SECRETARY to GOVERNMENT, GENERAL DEPARTMENT,

GOVERNMENT of BOMBAY, Bombay.

SIR,—We have the honour to invite the attention of the Bombay Government to the rules under the Indian Petroleum Act 1899 in respect of the Importation, Possession and Transport of Petroleum in British India.

2. Certain of the rules are unsuitable; and, as extensive public and commercial interests are involved, we would beg to submit the following in the hope that your Government may see fit to pass them on at an early date to the Government of India.

3. The Petroleum Rules vary in each Presidency, although no valid reasons are apparent why this need be so: nor why the rules should not be definitely Imperial in character rather than Provincial. Too much could hardly be said in favour, not alone of uniformity of rules for the whole of India but also for uniformity of interpretation which is now absent on account of the individual views of the various officers called upon to administer these rules.

4. So as to minimise if not remove the many anomalies which the present system tends to and the consequent expense and delays, we strongly advocate the appointment by the Imperial Government of a Special Petroleum Officer, whose duty would be to deal with the Petroleum trade, and who would be the Wholesale Storage Licensing Officer for the whole of India, and the authority to whom appeal could be made in all questions arising between the trade and the local officers.

5. Such an appointment was proposed some years ago and abandoned, because, we believe, the trade was not unanimous in its favour.

Subsequent developments, however, clearly point, in our opinion, to the urgent necessity for such an officer to deal with the innumerable questions which arise and which require to be consistently dealt with if business is not to be unnecessarily hampered.

6. As one instance of the importance of uniformity and of the grave inconvenience of provincial rules, we would beg to bring to the notice of Government Rule No. 12 of the Bombay Rules which provides that General Licenses for the Transport of Non-dangerous Petroleum may be issued, available for twelve months but applicable only to the Bombay Presidency. If, therefore, oil is to be despatched beyond the limits of the Presidency, say to Akola, either a special license for the particular consignment must be obtained from the Police Commissioner of Bombay or a general license from the authorities of the Central Provinces. We submit that if the Bombay authorities are judged competent to issue special licenses having Imperial effect, there can surely be no objection to power being conferred on them to issue general licenses having equal scope. The anomaly is of such a nature that we venture to think it was unintentional, and, we believe, it only requires to be brought to the notice of Government for it to be removed.

7. As regards the absence of uniformity of interpretation, we would point to a recent ruling of the Judicial Commissioner of the Central Provinces (see Central Provinces Secretariat, General Department, Circular letter No. 13532), in which it is laid down, without regard to the recognised practice of the trade nor of the inconvenience likely to result, that the consignee, up-country, and not the consignor is the person who transports for the purposes of the Petroleum Act, and consequently he is the person who must hold the transport license. This is not the view acted on by the Bombay Government, nor so far as we are aware by any other local Government, except that of the Central Provinces, and it is not apparent what useful object, public or otherwise, this special interpretation is to attain. It will cause great inconvenience and delay to trade, involving difficulties, prohibitive in many cases, to the small dealer in up-country districts.

8. We would urge that general licenses be made applicable to the whole of India, and that the rule commonly observed be made universal, that the consignor and not the consignee shall be the holder of the transport license.

9. We do not now propose to submit to you in detail all the points in the rules that appear to us to be unsuitable. But if we lay before you merely a few instances, we trust they will suffice to make out a case for enquiry and consideration.

10. *Petrol Storage.* Under the present rules, no restriction is placed upon the quantity of dangerous petroleum which term, *inter alia*, embraces Gasoline, Naptha, Benzine and Petrol or Motor Car Spirit, which may be stored in a godown constructed according to the special regulations in this behalf, but we have been advised by the late Acting Commissioner of Police, Bombay, that a proposal is now on foot to restrict the quantity to be stored we understand as follows :—

Licenses in Form C for the Possession of Dangerous Petroleum not in bulk shall be granted only within the limits of a Municipality—

(*a*) When the quantity to be kept in one place does not exceed 1,000 gallons, and is contained in properly constructed and securely closed metal vessels similar to those prescribed for use by owners of motor-vehicles containing not more than 2 gallons each, and

(*b*) A space of 30 feet is kept clear all round the place of storage.

Outside the Municipal limits of towns—

Up to a maximum of 10,000 gallons, provided—

(*a*) that it is stored in gas tight drums or cylinders containing not more than 10 gallons each, an air space being left in each receptacle at the time of filling equal to 1/10 of this capacity, and

(*b*) that the following distances are kept clear round the place of storage :—

Quantity.	Distance.
Not exceeding 5,000 gallons	.. 60 feet,
From 5,000 to 10,000 gallons	.. 80 feet,

but if the dangerous petroleum is stored only in vessels containing not more than 2 gallons each, the above distances may be reduced to 45 and 75 feet respectively.

11. It will be observed that the apparent intention is to have two rules—one to apply *within* Municipal limits and one to *without*. To this there is the obvious objection that any arbitrary rules of this nature must necessarily be desirable and appropriate only in special cases.

12. Wherever there are within Municipal limits vacant suitably isolated spaces as in Bombay, which can be set apart for the storage of petroleum spirits or any other commodity regarded as hazardous, it is manifestly unnecessary and a burdensome interference with the public convenience to rule that they be not so set apart. We speak more particularly of Bombay where all the wholesale petrol storage godowns on this side of India are at the moment situated. These godowns are built on the Port Trust Estate at Esmail Habib Bunder on an isolated piece of land ; but, as it happens to fall within Municipal limits, the above proposed rule, if applied, would restrict not only the general trader but also the Port Trustees themselves to a maximum of 1,000 gallons.

13. The concluding portion of the proposed Rule prescribes an absolute maximum of 10,000 gallons, and this even in the case of specially constructed godowns situated outside Municipal limits. That is to say, no matter although the godown be on an uninhabited island, it must not contain more than 10,000 gallons. We venture to think that even if Petrol were a commodity much more hazardous than there is ground for believing it to be such a rule could never be regarded as necessary in the interests of public safety.

14. The public demand for Petrol for lamps and Motors is increasing very rapidly, but in the prices now being asked, there is no margin with which to meet increased charges under wholesale storage ; and, accordingly, increased price to the consumer and consequently reduced consumption would be the inevitable result of additional restrictions such as are proposed.

15. We are confident that this is neither the purpose nor the desire of Government, the more so in view of what His Excellency the Viceroy has recently written to the Bombay Motor Union. He

has herein shown so clearly his recognition of the public usefulness of Motoring and his appreciation of the importance of cheapening and extending this method of locomotion that his sympathetic pronouncement may be very usefully quoted in support of our views:—

> "I am desired by Lord Curzon to say that he will, with pleasure, give his patronage to your forthcoming Motor trials. He regards India as a country pre-eminently suited for the wide introduction of the Motor Car. Expense may for a time retard its employment except by the wealthy, or for public or official purposes, but in proportion as the cost is cheapened, as it will be before long, so will the use of the Motor Car come within the reach of larger numbers, and with the flat and splendid roads that India possesses, with the considerable distances that require to be traversed, with the many purposes that are capable of being served by Motor Cars, and with a native population endowed with so much mechanical ingenuity, there can be little doubt that a great future lies before this means of locomotion."

16. Cased Petroleum is not imported into Bombay during the Monsoon owing to the fact that such cargoes have to be discharged in the open harbour, and during four months of the year this is impracticable. But apart from this fact the opportunities of importing Petrol occur at such irregular intervals that large stocks have consequently to be held.

17. It would not be practicable, therefore, for an Importer to work on a single 10,000 gallon license as would be possible if small parcels could be brought forward freely whenever required; and, as a result, at any rate in the past, it has been necessary to lay down a year's requirements or thereabouts whenever a convenient carrying opportunity has arisen.

18. We are of opinion that the public safety would in no sense be endangered were an unlimited quantity permitted to be stored wherever the godowns are specially constructed on suitably isolated land, but were the quantity and distance limits enforced as between Petrol godowns in the way now proposed, the minimum area that would be required to accommodate say three Importers storing a total of two hundred thousand gallons in twenty 10,000 gallon godowns would extend to nearly nine acres and according to the Bombay Port Trust scale of land rent would, exclusive of godowns,

cost close on Rs. 45,000 per annum or many times the present figure, which needless to say would be prohibitive.

19. Even if the trade could stand the proposed additional expense, which it is safe to say it cannot, without correspondingly raising prices, the proposed waste in land in circumstances like those of Bombay goes altogether beyond practical considerations, and while we are in no sense hostile, on the contrary we are entirely sympathetic towards well conceived necessary regulations, it is impossible for us to do otherwise than strenuously protest against all regulations not clearly in the interests of public safety which are calculated to restrict legitimate development.

20. Were the public safety being menaced by Petrol godowns in the neighbourhood of inhabited areas in any manner so clear and acknowledged as in the case of say burial grounds, acquiescence in the new proposals would be the only tenable and reasonable course for the trade to take, but it is not so. While no one can accurately determine the limit of the danger zone of a burial ground, it is a comparatively simple matter to determine this limit in the case of a hazardous store. The danger zone of the one may extend to any distance and cannot be restricted but with the simple precautions that experience indicates the danger zone of a hazardous store may with reasonable certainty be held within a definite area. It is a question not altogether of locality but generally of construction, distance and quantity and the subject cannot be rationally dealt with by any rules for *within* and *without* Municipal limits.

21. As regards this question of Petrol storage we wrote as under on 24th November to the Chief Inspector of Explosives :—

> " At an interview which we had yesterday with the Commissioner of Police, Bombay, he mentioned that the question of the storage of Petrol was under the consideration of Government and that there was a proposal on foot to limit the storage of Petrol within Municipal limits to some very small quantity possibly 1,000 gallons. If there is a probability of such a proposal being considered we would ask that due weight be given to the following :—
>
> ' The circumstances of the various Indian Municipalities differ widely, and we venture to think that any hard and fast

rules on above lines applicable to all would be found unnecessary and extremely onerous in some cases. In Calcutta the Port Trust oil godowns are, we believe, outside Municipal limits, but in Bombay the entire Port Trust Estate, including the isolated waste land where Petrol is stored, is within Municipal limits. In Bombay's circumstances therefore there are no public grounds which would call for a reduction in the quantity stored, whereas the trade has now assumed so great a proportion that widespread public inconvenience would ensue if the rule were enforced. Where Municipal areas contain isolated spaces like Bombay it is manifestly unnecessary to rule that these spaces be not open for the free storage of Petrol, while to do so would in many cases not only cause great inconvenience but would add to the cost of the spirit. On the other hand we would advance no objection to reasonable distance limits being established in regard to wholesale storage depôts, in substitution of "within Municipal limits" provided that the distance limit be not counted from the adjoining Petrol godown but from the nearest dwelling house or other building. That is to say we would suggest that wholesale (quantity unrestricted) Petrol godowns might be erected on isolated ground appropriated to the purpose within twenty feet of one another, but no one godown in the group to be nearer to *other* buildings than say 300 feet. Within built upon Municipal areas we would offer no objection to a rule that restricted the quantity stored to 1,000 gallons, always provided that no other building was nearer the Petrol godown than 100 feet. The rule for storage in shops, godowns and in houses separated from others by less than 100 feet might, without public inconvenience, limit the quantity to 40 gallons.'

"We would next turn to the ventilation and construction of Petrol godowns and to these we would ask your special consideration."

"Owing to the heaviness of Petrol vapour roof ventilation is absolutely useless and the only ventilation which will keep a godown free of vapour is that which is on absolute ground level. Naturally the first thought that the suggestion would arouse would be the danger of such ventilators allowing the

spirit to escape in event of leakage, but owing to the extreme rapidity with which Petrol evaporates we have full confidence in saying that the most excessive imaginable leakage of Petrol will hardly reveal itself except by the smell. A gallon of Petrol thrown on a stone floor will evaporate completely in a few seconds and under all ordinary circumstances no possible danger could arise from properly constructed ground level ventilators, whereas such ventilators would effectually clear the godown of Petrol vapour which rightly or wrongly is regarded as dangerous in such a form and situation. We cannot say if it is and we have heard that experts say it is not. Lest public sentiment however might question the ground level ventilators we would suggest that all Petrol godowns be surrounded with low earthen bunds, so that, if the almost unimaginable occurrence happened of a large number of the Petrol vessels being simultaneously smashed and a large volume of Petrol escaping through the ventilators, the flow would be arrested and spreading rendered impossible."

"It might not be amiss to mention that there is a probability of certain of the Railways starting Motor train services. This would call for the storage of large quantities of Petrol at various Railway Stations generally within Municipal limits and we venture to think that this supplies another argument why definite distance limits be substituted for the arbitrary proposal which we believe has been put forward."

"Both in connection with Kerosene and Petrol we would ask your special consideration to our suggestion that, when dealing with godowns specially built on ground set apart for the purpose, the distance limits should in no case be applied as between the oil godowns themselves but only as between adjacent dwellings and/or other buildings and the nearest oil godown of the group. To do otherwise would call for impracticably enormous areas for such godowns, whereas the oil traders themselves are quite ready to accept any risks there may be in having other oil traders as close neighbours."

22. We give hereunder a table shewing the storage license fees chargeable :—

Imperial Gallons.		Fees.
40	Rs.	3
500	„	65
1,000	„	125
2,000	„	250
3,000	„	375
4,000	„	500
5,000	„	625
6,000	„	750
7,000	„	875
8,000	„	1,000
9,000	„	1,125
10,000	„	1,250
20,000	„	2,500
50,000	„	5,000

23. This scale manifestly partakes of the nature of a direct tax and an extremely severe one, working out to about two annas per gallon per annum. Considering that spirit already pays an Import Customs Duty of one anna per gallon we can hardly believe that Government can have been aware that their Storage tax would mean so severe an additional exaction. We would ask Government to favorably consider the suitability of altering the rules so that, instead of the present crushing imposition a fixed nominal payment per godown shall be charged and on such a scale that it will in no sense be a tax but only what it purports to be, *i.e.*, a mere License Fee.

24. In a separate communication, dated 16th November, copy of which was duly sent you, we addressed the Government of India jointly with other Bombay Importers on the subject of the excessive Storage License fees for non-dangerous Petroleum, and as the subject is closely allied to the point now under consideration we would beg to refer you to what was written in this joint letter.

25. As regards the renewal of a Storage License it seems to us somewhat unnecessary that the cumbersome process called for in the case of obtaining an original license should be required again and again year after year. Only those who have applied for licenses under the present rules can realise how much time has to be expended, and

we think it would be a relief to the Licensing Officers as it would certainly be to the trade if renewals were granted simply on production of the old licenses always provided that the conditions of storage had not in any essential changed.

26. *Petrol Transport License.*—The following Table will show the present scale of Transport License Fees:—

Transport of Dangerous Petroleum.

40	Gallons	Rs.	2
80	„	„	8
120	„	„	12
160	„	„	16
200	„	„	20
240	„	„	24
280	„	„	28
320	„	„	32
360	„	„	36
400	„	„	40
440	„	„	44
480	„	„	48
500	„	„	52
1,000	„	„	100
2,000	„	„	200
3,000	„	„	300
4,000	„	„	400
5,000	„	„	500
6,000	„	„	600
7,000	„	„	700
8,000	„	„	800
9,000	„	„	900
10,000	„	„	1,000
20,000	„	„	2,000
40,000	„	„	4,000

27. Under the present rules, for a fixed fee of Rs. 100, a General License for a period of twelve months may be issued in respect of the transport of non-dangerous Petroleum by rail, road or water without restriction as to quantity. But similar General Licenses are not granted in respect of so called dangerous Petroleum. The consideration of Government is specially asked to this particular point, as the

delay and trouble now involved in getting Transport Licenses are often very seriously felt. Dog, Gun and Game Licenses are issued by Post Offices in Great Britain immediately on application and there are no circumstances known to us in regard to Transport Licenses in India which render any delay whatever either necessary or desirable, neither enquiry nor subsequent inspection by the Licensing Officers being ever attempted. As at present the minimum time required to obtain a 40 gallon Petrol Transport License from the Commissioner of Police is 24 hours, while one for 80 gallons, which has to be granted by a Secretary to Government generally takes much longer.

28. We would ask that a fixed fee irrespective of quantity be introduced in regard to the Transport of Dangerous Petroleum and that General Transport Licenses applicable to the whole of India be issued alike for dangerous and non-dangerous Petroleum.

29. We may add that the Commissioner of Police, who at present issues Transport Licenses in Bombay insists on our applying for them by a letter stamped with a one anna Court Fee Stamp. This is an additional exaction which it seems to us might very well be dispensed with and which there is nothing in the rules to warrant.

30. And further as an instance of the trouble and expense caused by individual interpretations we would mention that the Bombay Commissioner of Police does not permit a local transport license to be applied to more than one destination in the city. That is to say a transport license costing Rs. 2 suffices to cover ten four gallon drums from the Port Trust godown to *one* declared address in one specified street. But if we have ten customers all living in different houses *in the same street* and each desiring *one* drum we are required to take out ten licenses at a cost of Rs. 20. Nothing in the Act, in our opinion, justifies so narrow an interpretation of the rules, nor is any useful purpose served by thus needlessly adding to the burdens of an already over-weighted trade.

31. *Petrol Cans and Drums.*—We observe that the new proposed rule provides that in what we may term the 10,000 gallon godowns Petrol may be stored in 10 gallon vessels, whereas in the 1,000 gallon godowns it must be stored only in 2 gallon vessels, whereas in the form of license breaking bulk in the godowns is prohibited.

32. We would therefore ask that reasonable rules be laid down permitting the breaking of bulk. There are occasions when it is

necessary to break bulk and it is not desirable that impracticable prohibitions should be allowed to stand, converting a necessary process into a breach of the law; whereas there cannot possibly be any greater risk of accident when an Importer fills his spirit from one vessel into another than when the same act is done by a Motor Car owner.

33. We quote hereunder certain extracts from a letter of 12th September addressed by us to you :—

"In Rule 2 of the Endorsement on the proposed Form H we observe it is laid down that every vessel used for the storage of Petrol shall not contain more than two gallons. Petrol is at present imported in vessels containing 4, 8 and 10 gallons. In our opinion 8 and 10 gallon drums are of a size so large as to be a source of danger on account of their weight and unweildiness and accordingly for our import trade we have adopted vessels of 4 gallons. As, however, the Director-General of Explosives has, we understand, approved of the 8 and 10 gallon drums we would suggest that Rule 2 of Endorsement H be amended as follows :—

"Every such vessel not forming part of a Motor Car when used for transporting or keeping shall bear the words 'Petrol highly inflammable' legibly and indelibly stamped or marked thereon or on a metallic or enamelled label attached thereto and shall not be of a larger capacity than 10 gallons and shall have an air space equal to 1/10th of its capacity to allow for the expansion of Petrol."

"This amendment would allow of any size of vessel which conforms to Rule 1 being used, provided their capacity did not exceed ten gallons."

34. In connection with the proposed two gallon cans we would desire to add that their adoption must of necessity increase the cost of the spirit to the consumer, a step which we venture to think Government would only force on the trade if there were undoubted reasons pointing on the desirability in the interests of public safety. Instead of this being the case we submit that the carriage of this spirit in numbers of small vessels creates a new danger in itself in addition to causing quite uncalled for inconvenience and expense to consumers.

35. Probably from every point of view the four gallon vessel will be found the most suitable alike to the dealer and the consumer, while because of its greater strength it will be safer than a larger vessel. Two gallon vessels are in use in England not because of safety, but because of convenience, the trade there being largely in bulk, and retail shops, where empties can be re-filled, being situated in every village. In India the circumstances are totally different. Petrol depôts are few and hundreds of miles apart. Motor Car owners have to carry larger supplies, and empties cannot be economically returned for filling. It is thus necessary to adopt a vessel for Petrol for which when empty there would be a ready local demand. For two gallon vessels there is no demand but the bulk kerosene trade, which is now established pretty well everywhere, requires large quantities of four gallon vessels and accordingly empty four gallon Petrol cans could everywhere be readily disposed of at fair rates and thus nullify their original cost.

36. Should Government approve and adopt our recommendation they will no doubt pass orders permitting present stocks to be cleared in the original packages.

37. In conclusion, we would express the hope that our present representation, although it does not exhaust the subject, may receive early and favorable consideration at the hands of Government. The Petroleum trade contributes very largely to the Imperial Revenues and is capable of considerable development provided all unnecessary impediments be removed and provided such rules as may be required in the interests of public safety be intelligently and consistently applied by a permanent executive Petroleum officer to whom the trade would at all times have free and ready access.—We have, etc.,

(Sd.) W. & A. GRAHAM & Co.

BOMBAY, 16th November 1904.

TO THE SECRETARY TO GOVERNMENT, GENERAL DEPARTMENT, GOVERNMENT OF INDIA, CALCUTTA.

SIR,—The Municipal Commissioner of Bombay has this month called upon certain of the undersigned Firms and Companies storing Kerosene oil in the Port Trust godowns at Mazagaon, Bombay, to pay what are termed License Fees, according to the scale appearing in the Bombay Petroleum Rules of 22nd April 1890 and of subsequent

dates, and the undersigned have the honor to invite the consideration of Government to the circumstances concerning the proposed imposition.

2. Under the Indian Petroleum Act of 1886, the various Local Governments were empowered to draw up rules which, *inter alia*, were to fix the fees to be charged for License for storing Petroleum.

3. Under this Act the Bombay Government by Government Resolution No. 2743 of 22nd April 1890 laid down the following scale of license fees:—

When the quantity to be stored exceeds five hundred but does not exceed one thousand gallons ... ... Rs. 12

When the quantity to be stored exceeds one thousand gallons but does not exceed five thousand gallons ... „ 12

(extra for each one thousand gallons or part of one thousand gallons in excess of one thousand gallons).

When the quantity to be stored exceeds five thousand gallons ... ... „ 4

(for every "additional" one thousand gallons or part of one thousand gallons in excess of five thousand gallons).

4. These rules farther laid down that the Licensing Authority for the City of Bombay would be the Municipal Commissioner.

5. It would appear that the obvious extreme severity of the fees mentioned in para. 3 was realised by the Authorities concerned, as no proposal to exact them has ever been made until now. The godowns, however, have been duly licensed by the Municipal Commissioner up to the 31st March 1905 under powers conferred on him by Sections 394 and 479 of the City of Bombay Municipal Act 1888, a fee of Rs. 100 per annum being charged for each godown irrespective of quantity.

6. We are unable to suggest the object which was present to those who framed the Scale of Fees that we now take exception to, but we believe we are right when we say that as the matter stands certain of the generally recognised principles of Government policy would appear to have been disregarded.

7. License Fees, your memorialists believe, have invariably been fixed, not with a view to revenue, but merely at such levels as would

cover the actual cost of the supervision of the trade whose assumed hazardous nature calls for inspection and control. Whereas, under the scale laid down, the fees would far exceed the requirements of such supervision and would consequently partake much more of the nature of a revenue tax than of the mere License Fees which they purport to be.

8. At one time the Municipality charged a License Fee of only Rs. 15 per godown, but we believe this was found insufficient for the upkeep of the departments and accordingly the fee was raised to its present figure of Rs. 100. So far as we are aware, this amount is now found to fully meet the requirements of the Licensing and Supervising Staffs.

9. It is understood that Government make it a rule to discountenance the imposition of any local taxes upon goods which are in transit and on which an Imperial Tax has already been levied. In this case the bulk of the oil that falls to be licensed will be exported to outstations, many of which will be beyond the limits of the Presidency, and as every gallon would have already paid an Imperial levy of one anna per gallon on account of Customs Duty, which is equal to 22 per cent. *ad valorem* on the basis of present prices, your memorialists submit that any further tax would lay an excessive burden upon an already severely overweighted trade. The proposal would mean a charge of Rs. 400 per annum per 100,000 gallons or about Rs. 5,000 per annum on such a stock as one single importer not uncommonly holds.

10. If, therefore, the present rules were confirmed and enforced the total contribution to Imperial and Local Revenues would be substantially increased, while over and above there would be the actual Licensing Fees collected by the Municipality in connection with what, judging by the absence of accidents, we must regard as an amply sufficient and efficient system of inspection and supervision.

11. Your memorialists accordingly regard the proposed License Fee as in itself unnecessary, the premises to which it relates being in every case already licensed by the self-same authority who seeks under duplicate powers to re-license what we have every ground for assuming have been dealt with in this regard as fully and efficiently as the public interests call for. Not only do your memorialists so regard the exaction, but as stated above they have shown it to represent an excessive burden on a trade that already contributes on an extremely

high scale to the Imperial Revenues. For these reasons Government are respectfully requested to take the matter into their favorable consideration with a view to such modification of the rules as will dispense with this tax and with the unnecessary duplication of licenses required under the present rules.—We have, etc.,

(Sd.) W. & A. GRAHAM & Co. Agents,
The Asiatic Petroleum Company, Ltd.

(Sd.) EWART, LATHAM & Co., Agents,
The Asiatic Petroleum Company, Ltd.

for THE BOMBAY COMPANY, LTD.,
(Sd.) M. REID, Managing Director.

STANDARD OIL CO. OF NEW YORK,
(Sd.) C. F. MEYER, Attorney.

per pro A. I. MANTACHEFF & Co.,
(Sd.) R. MERABOFF.

CHAMBER OF COMMERCE,
BOMBAY, 14th January 1905.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT, Bombay.

SIR,—The Committee of the Bombay Chamber of Commerce have had before them a copy of a letter which Messrs. W. & A. Graham & Co. and others have addressed to Government, under date 29th December 1904, with regard to the Rules under the Indian Petroleum Act 1899 in respect of the importation, possession and transport of Petroleum in British India.

The papers have received the careful consideration of the Committee, and under their instructions, I am to say that the representation of Messrs. W. & A. Graham & Co. and others has the full support of this Chamber, and the Committee trust that the firms' proposals for uniformity of rule and procedure throughout India and for the appointment of a special petroleum officer to deal with the trade may receive the favourable and sympathetic consideration of His Excellency the Governor in Council and may be commended by him to the Government of India.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 528 of 1905.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 27th January 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 14th January 1905, and to state that it will be laid before Government.—I have, etc.,

A. R. KING,

for Secretary to Government.

APPENDIX J-3.

DANGEROUS PETROLEUM.

STORAGE IN BOMBAY.

No. 1524 of 1905.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 15th March 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to state that in September last in consequence of a report made by the Chief Inspector of Explosives to this Government the Commissioner of Police, Bombay, was requested to warn importers and holders of licenses for the storage of dangerous petroleum at Ismail Habib Bandar in Bombay, that the present arrangements were considered to involve great risk and that in all probability the maximum quantity for which a storage license would be given would be much reduced. I am now to request that you will be so good as to favour Government with the opinion of the Chamber what is the minimum quantity of dangerous petroleum to be stored which the trade requirements of this port demand.—I have, &c.,

J. SLADEN,

Secretary to Government.

CHAMBER OF COMMERCE,

BOMBAY, 30th March 1905.

The SECRETARY to GOVERNMENT,

GENERAL DEPARTMENT, Bombay.

SIR,—I have the honour, by direction of the Committee of the Bombay Chamber of Commerce, to acknowledge the receipt of your letter No. 1524 of 15th March 1905, in which you ask for the opinion

of the Chamber as to the minimum quantity of dangerous petroleum to be stored at Ismail Habib Bandar, which the trade requirements of this Port demand.

2. From enquiries made by the Committee it appears that the monthly offtake of the Petrol which is now stored at Ismail Habib Bandar is five to six thousand gallons, but that the consumption in all probability will rapidly increase. The opportunities of importing the spirit are, the Committee understand, irregular and not very frequent, and for this reason they consider that from a trade point of view a supply of at least six months should be allowed to be stored. If, however, all precautions are taken, and provided the godown walls are of great strength and thickness and surrounded by earth embankments, there might, in the opinion of the Committee, be no danger in allowing the godowns to be stored to their full capacity, and this, under the circumstances stated, would be a great convenience to a growing trade.—I have, etc.,

C. H. ARMSTRONG, Chairman.

C. J. MICHAEL, Acting Secretary.

APPENDIX K.

REGISTERED HOUSE MARKS ON IMPORTED IRON AND STEEL.

WHITEAWAY & LAIDLAWS BUILDING,
BOMBAY, 13th July 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—As we are desirous of still further improving the existing system of iron marking, thereby enabling an even more efficient delivery to be granted to respective consignees, we beg to propose that every importer should have a registered house mark of clear oil colors painted on the iron at the ends of bars and bundles, in strokes or broad dashes, to be decided hereafter.

This system of having registered house marks is in force at Calcutta, Madras, Karachi and Rangoon, and is working very satisfactorily; and we feel sure that, if the importers in this city were to adopt a similar method, an accurate delivery would be secured as the lots belonging to the different consignees could be easily identified.

We have taken up the matter with the iron importers of this city and from replies received from several of them, learn that they are quite agreeable to our proposal. This system was supported by the Karachi Chamber of Commerce when it was introduced at that port and house marks of the importers were registered by them.

We would now like to know if the Committee of the local Chamber of Commerce are agreeable to support our proposal and register the marks of the iron importers.—Yours faithfully,

Per pro GLADE & Co.,
A. MORRITZ,
Agents, "Hansa" Line of Steamers.

CHAMBER OF COMMERCE,
BOMBAY, 27th July 1905.

MESSRS. GLADE & COMPANY, Bombay.

DEAR SIRS,—Your letter of the 15th instant on the subject of registered house marks, has received the careful attention of the Committee of the Chamber of Commerce. After due consideration my Committee, while thanking you for your communication, regret that under existing conditions in Bombay they do not see their way to adopting the proposals put forward by your firm.—Yours faithfully,

J. B. LESLIE-ROGERS, Secretary.

APPENDIX L.

THE INTRODUCTION OF STANDARD TIME.

No. 1404-A OF 1905.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 10th March 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter, dated the 27th August 1904, I am directed to forward for information a copy of Government Resolution No. 1404 of this date—I have, etc.,

J. SLADEN,
Acting Secretary to Government.

Indian Standard Time—

Proposal for the adoption of a Standard Time for general purposes all over India.

No. 1404.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 10th March 1905.

Read again Government Resolution No. 4218, dated the 11th August 1904 :—

" Letter from the Government of India, Department of Revenue and Agriculture (Meteorology), No. 7, dated the 13th July 1904 :—

' I am directed to enclose, for the consideration of the Governor in Council, a " Note* on a proposal for an Indian Standard Time." The proposals upon which the Government of India desire to obtain opinions are numbered (1) and (2) in paragraph 17 of the Note. The Governor-General in Council, as at present advised, is in favour of these proposals, and is prepared to accept them so far as State railways and telegraphs are concerned. The Indian Railway Companies are being separately consulted on the subject by the Government of India in the Public Works Department ; and I am to ask that the Governor-General in Council may be favoured with the opinion of the Government of Bombay and also of the leading commercial bodies and Port authorities in the Presidency.

' 2. As regards the adoption of a standard time for general purposes all over India, which is discussed in paragraphs 15 and 16 of the Note, I am to say that His Excellency in Council considers the change is exceedingly advisable, and is prepared to co-operate in any movement to give effect to it. But the matter is clearly one that must be left to local communities to decide.'

" RESOLUTION.—Copies of the letter from the Government of India and accompaniment should be forwarded to the Commissioners of Divisions, the Commissioner in Sind, the Post Master General, the Director, Government Observatory, Colaba, the Meteorological Reporter for Western India, the Municipal Commissioner for the City of Bombay, the Chamber of Commerce, Bombay, and the Port Trustees, Bombay, for the favour of their opinion.

* *See* p. 765 of Chamber's Report for 1904.

"2. The Commissioner in Sind should be requested to favour Government with the opinions of the Karachi Port Trust and the Chamber of Commerce."

Read replies from the officers concerned.

Letter to the Government of India, Department of Revenue and Agriculture (Meteorology), No. 7148, dated the 29th December 1904:—

"I am directed to acknowledge the receipt of your letter No. 7, dated the 13th July 1904, forwarding a Note on a proposal for an Indian Standard Time and inviting the opinion of this Government as regards the proposal to fix an Indian Standard Time for use upon all Indian railways and telegraphs in India which shall be exactly 5½ hours in advance of Greenwich, and therefore about 9′ minutes in advance of Madras time.

"2. In reply I am to state that the answers which have been received from the officers consulted and the Chambers of Commerce, Bombay and Karachi, and the Port Trustees at these places indicate that the bulk of the opinion recorded is in favour of the substitution of the 'Standard Time' for 'Madras Time' on railways and in all telegraph offices, and that His Excellency the Governor in Council supports the proposal.

"3. With reference to paragraph 2 of your letter, I am to observe that there is a feeling in the City of Bombay and an evident though less marked feeling in Karachi in favour of the retention of local time for general purposes. The change in railway time, however, will probably increase the inconvenience of retaining local time in Bombay because a difference of 38 minutes and 50 seconds will not be so easily taken into account by the travelling public as the present difference of half an hour; and the result may be a change in public opinion as regards the substitution of standard time for local time in that city.

No. 3177, dated the 20th August 1904.

From J. DEC, ATKINS, Esq., I.C.S., COMMISSIONER, N. D.,

To the SECRETARY to GOVERNMENT, GENERAL DEPARTMENT.

With reference to Government Resolution No. 4218, dated 11th instant, I have the honour to state that I am in favour of the proposals and see no probability of objection being raised in the Northern Division.

No. 763, dated the 30th August 1904.

From N. LESLIE, Esq.,

METEOROLOGICAL REPORTER for WESTERN INDIA,

To the SECRETARY to GOVERNMENT, GENERAL DEPARTMENT.

With reference to your No. 4218, dated 11th August 1904, forwarding a copy of letter No. 7, dated 13th July 1904, from the Government of India, Revenue and Agricultural Department, and its accompaniment, I have the honour to say that as far as this Department is concerned it will be a very material gain if the proposed standard time is adopted over India and Burma. When observers send in statements as to hours at which meteorological events happen it is often quite uncertain whether the time they quote is Madras time or local time ; this difficulty has at times proved a very serious obstacle to scientific work.

I, therefore, beg to support the proposal to adopt an Indian and Burma Standard Time, and am of opinion that the former would be much appreciated in Bombay.

No. 478, dated the 10th September 1904.

From N. A. F. MOOS, Esq.,

DIRECTOR, GOVERNMENT OBSERVATORY, Colaba,

To the SECRETARY to GOVERNMENT, GENERAL DEPARTMENT.

With reference to Government Resolution, General Department, No. 4218, dated the 11th August 1904, forwarded to me for remarks, I have the honour to state that the proposals made by the Government of India for the adoption of a standard time for India—5h. 30m. in advance of Greenwich time—equivalent to the time of 82° 30′ E. Meridian are based upon important considerations and should be adopted generally over the whole of India.

2. As a reference is made in the note appended to the Resolution about the special signals communicated to the Harbour of Bombay, I beg to offer the following explanatory remarks as to reasons which led to the institution of these signals giving Greenwich time, besides the usual local time.

3. Time signals as Government are aware, are communicated to the Harbour from two places—(1) the Castle, (2) the Prince's Dock. The signals from the latter place are almost exclusively intended for the purposes of the shipping as it is much nearer and more centrally located in regard to the Harbour than the Castle. The ball dropped

at the Castle, though ordinarily intended for the purposes of the shipping, is also largely taken advantage of by the general public for securing correct local time. Up to 10th June 1900 the signals were communicated from the Prince's Dock at 12 noon and from the Castle at 1 p.m., both times being *Colaba mean time.*

4. Chronometers on board the ships all over the world, however, keep Greenwich time, and signals given at local times necessitate some calculations before they could be reduced and utilized for correction to Greenwich time. And as also the usual time of winding, &c., of the chronometers on board the Royal Navy and the Royal Indian Marine ships, and of the shipping generally, is fixed at about 8 hours in the morning, in order to meet the convenience of the shipping in the Harbour, a suitable change in the time of the signal at the Prince's Dock was found desirable and the Trustees of the Port sanctioned the proposed change from 11th June 1900. The change consisted in dropping the ball—instead of at 12 noon, Colaba mean time—at an odd local hour, 7h. 51m. 15·7 s. (near enough 8 a.m.) but corresponding to a full hour—3h. 0m. 0s. of Greenwich time. This alteration, while enabling the shipping to rate their chronometers just about the hour fixed for winding their chronometers, also helped them in finding the error and rate of their chronometers, rendering the operations as simple as possible. The Castle signals continue, as before, to give a full hour of the Colaba mean time—13h. 0m. 0s.

5. Within only recent years the adoption of standard times co-ordinated to that of Greenwich by a simple relation has become almost universal among the civilized nations of the world. America began it in 1883, other European nations followed and only very recently France discontinued using its time derived from the Meridian of Paris and adopted that of Greenwich. A table herewith appended gives the "times" of some important foreign countries, and it will be seen that they differ from that of the prime Meridian of Greenwich by a full hour or hours. In the United States of America three standard times are adopted owing to the vast extent of the country east to west. The land is divided into four sections or Meridian belts, 15° (of longitude) apart, so that the time of each section varies from the next by just one hour. The time of the first or the Atlantic Section is that of the 75° Meridian (West) of Greenwich making it just five hours slow of Greenwich time. The last or the Pacific Section is eight hours behind. A *single* time signal daily at a particular full hour

from the Washington Observatory for obvious reasons, suffices for the "times" of all the sections. Every day, for years now, trains have run from New York to San Francisco and back crossing three boundary lines making a change in time of three hours, and yet no confusion of time has arisen. The simplicity of this arrangement, as will be seen from the table, lies in the fact that all clocks and watches keeping correct time all over the civilized world—even in countries separated by Oceans—in Great Britain, nearly the whole of Europe, the United States of America, Australia and Japan, the minute and second hands at any instant of time are exactly at the same place on the dial; the hour hand only is different. Cape Colony and New Zealand, on account of the physical and other peculiarities of the country, have had to adopt a less simple relation, the time being respectively 1h. 30m. and 11h. 30m. fast of Greenwich time. Here the second hand only shows the same position, while both the hour and the minute hands are different.

6. From the scientific point of view it is highly desirable that the Indian standard time should be linked up to the time of Great Britain by some simple relation and the best possible arrangement for the needs of a growing Empire would have been, as suggested by the Committee of the Royal Society, to divide the Empire (including Burma) into two sections, *viz.*, the Western and Eastern, fixing the standard time of the former corresponding to that of 75° E. Meridian or 5h. 0m. 0s. fast of Greenwich time, and that of the Eastern section corresponding to the time of 90° E. Meridian or 6h. 0m. 0s. fast of Greenwich. Its advantage over the proposals submitted would be seen from the fact that the difference in time between the local and standard times at important places in India as given at the end of paragraph 12 of the "note" would be modified as follows:—

> Dibrugarh 21 S., Shillong 8 S., Calcutta 6 F., Allahabad 28 S., Madras 21 S., Lahore 3 F., Bombay 9 F., Peshawar 14 F., Karachi 32 F., Quetta 32 F.

However, as in the opinion of the Government of India other local difficulties have to be considered, the proposals made in paragraph 17 of the note appear to be the best under the circumstances obtaining at present in India.

7. There may be some difference of opinion in the Presidency Town of Bombay about the actual necessity of a change involving as it does a shift of about 39 minutes in the local time; but the pro-

posals made by the Government of India should meet with no serious objection, in view of the fact that *now* the proposed change is based on times accepted by all civilized nations, which lie in the direction of adopting a standard time linked up to that of the *prime Meridian of Greenwich*, and not, as unfortunately proposed some 20 years ago, to that of the Meridian of Madras or any other town in India.

Table showing Standard Time adopted by important Foreign Countries.

Country.	Standard Meridian East of Greenwich.	Standard time adopted East of Greenwich.	Country.	Standard Meridian West of Greenwich.	Standard time adopted Slow of Greenwich.
	° ′	h. m. s.		° ′	h. m. s.
Great Britain ..	0 0	0 0 0	Great Britain ...	0 0	0 0 0
France	0 0	0 0 0	*United States of America.*		
Germany	15 0	1 0 0			
Italy	15 0	1 0 0	First Section (Atlantic).	75 0	5 0 0
Austria	15 0	1 0 0	Second Section...	90 0	6 0 0
Denmark	15 0	1 0 0	Third Section .	105 0	7 0 0
Norway	15 0	1 0 0	Fourth Section (Pacific).	120 0	8 0 0
Sweden	15 0	1 0 0			
Belgium	15 0	1 0 0			
Holland	15 0	1 0 0			
Switzerland ...	15 0	1 0 0			
Natal	30 0	2 0 0			
Japan	135 0	9 0 0			
West Australia ...	120 0	8 0 0			
South Australia ...	135 0	9 0 0			
Victoria	150 0	10 0 0			
Queensland ...	150 0	10 0 0			
Tasmania	150 0	10 0 0			
Cape Colony ...	22 30	1 30 0			
New Zealand ...	172 30	11 30 0			

No. 4856, dated the 22nd September 1904.

From H. E. HART, Esq., Secretary, Bombay Port Trust,

To the Secretary to Government, General Department.

With reference to Government Resolution No 4218, dated 11th August 1904, communicating for the Trustees' opinion a proposal for the adoption of a standard time for general purposes all over India, I am directed to say that after giving the matter their full consideration, the Board, believing that the change in a local time would be inconvenient to the mercantile and shipping communities and to the public generally, are unable to approve the proposal of Government.

No. 19976, dated the 28th September 1904.

From W. L. HARVEY, Esq., C.I.E., I.C.S.,

Municipal Commissioner for the City of Bombay,

To the Secretary to Government, General Department.

With reference to Government Resolution No. 4218 of the 11th August 1904, General Department, I have the honour to state that I can see no objection to the proposals made in paragraph 17 of the note being adopted, *viz.*, (1) to fix an Indian standard time for use upon all Indian Railways and Telegraphs in India which shall be exactly 5½ hours in advance of Greenwich and therefore about 9 minutes in advance of Madras time ; (2) to fix a Burma standard time for use upon all the Railways and Telegraphs of Burma which shall be exactly 6½ hours in advance of Greenwich and therefore about 5 minutes in advance of Rangoon time.

2. Government are aware the public of Bombay objected strongly some 20 years ago, as will be seen from Government Resolution No. 1820 of 29th May 1883, General Department, to any alteration being made in local time, and I believe the same feeling of objection still exists.

No. 26-G., dated the 1st October 1904.

From F. WHYMPER, Esq., Postmaster General, Bombay,

To the Secretary to Government, General Department.

In reply to Resolution No. 4218, dated 11th August 1904, of the Bombay Government upon the subject of an "Indian standard time," I have the honour to say that, provided the standard time is gener-

ally adopted by the public, I can see no objection to its acceptance by the Post Office. The difference of nine minutes between the proposed time and the present Madras time which is used over the greater part of the Presidency is too small to be of much practical consequence, and a Department like the Post Office which exists solely for the service of the public and Government must necessarily fall in with the decision arrived at by the authorities.

No. 1289, dated the 5th October 1904.

From the COMMISSIONER IN SIND,

To the SECRETARY TO GOVERNMENT, GENERAL DEPARTMENT.

The District Officers are unanimously in favour of the proposal of the Government of India to fix an Indian standard time for use upon all Railways and Telegraphs, which shall be exactly 5½ hours in advance of Greenwich. The Karachi Port Trust, the great majority of the members of the Chamber of Commerce and the Municipality also view the proposed change with approval, for these special purposes, though the Municipality are of opinion that for general use true local time should be retained. Even so, the change will be a good one for Karachi, as there will then be almost exactly the difference of one hour between the two times, an arrangement the convenience of which is obvious.

I therefore recommend that the proposal of the Government of India should be accepted.

No. 4720, dated the 17th October 1904.

From W. W. DREW, ESQ., I.C.S., ACTING COMMISSIONER, S. D.,

To the SECRETARY TO GOVERNMENT, GENERAL DEPARTMENT.

I have the honour to report that the proposal to substitute a standard time 5½ hours ahead of Greenwich for Madras time as the general Indian standard time seems likely to meet with general approval.

2. Mr. Gibb, the Collector of Dharwar, was asked to consult the Agents of Companies such as Ralli Brothers and the Dharwar Gold Mining Company. I enclose Mr. Gibb's letter No. 6459 of 10th instant.

3. The other Collectors all report in favour of it, and personally I think that it is an improvement on the present system;

No. 6459, dated the 10th October 1904.

From M. C. GIBB, Esq., LL.B., I.C.S., Collector of Dharwar,

To the Commissioner, S.D.

I sent the papers to the Agent to Messrs. Ralli Brothers, Hubli, Superintendent, Dharwar Gold Mines Company, Gadag, but the former appears not to have sent them on to the latter. So we must do without his—the latter's—opinion.

2. I forward copy of the letter from Messrs. Ralli's Agent.

3. Personally I have never experienced any inconvenience from the time system in India, it being customary for the Madras time to be used everywhere except at sea-ports.

Copy of letter, dated the 21st September 1904, from the Agent to Messrs. Ralli Brothers to the Collector, Dharwar.

With reference to the papers forwarded with your office No. 6057 of the 19th instant on the subject of Indian standard time, we have the honour to inform you that we are in favour of the Indian standard time. The only possible argument that we can see against Government's proposal is custom; and as custom should never be considered a sufficient reason by itself, we fail to see why it should be allowed to prevail in this case.

No. R.—3989, dated the 26th November 1904.

From the Honourable Mr. A. D. YOUNGHUSBAND, I.C.S., Commissioner, C.D.,

To the Secretary to Government, General Department.

With reference to Government Resolution No. 4218 of the 11th August last, I have the honour to state that the Collectors in the Central Division are unanimous in recognising the advantages of a standard time in this country. For the last 20 years or more we in the Mofussil of this Presidency have been accustomed to work by an artificial and arbitrary standard of time (the Madras local time, as kept on the Railways). We have long since got used to it, and experience no sort of real inconvenience from the fact of its being more or less half an hour in advance of our local solar time. If all our clocks and watches were suddenly and arbitrarily advanced another ten minutes, we should scarcely be conscious of the fact. And if Bombay City would adopt the same standard time, the net result to us would be a distinct gain.

2. On the other hand, if Bombay City persists in adhering to local time, as at present, the Bombay Mofussil would in some measure be inconvenienced by the proposed change; for, whereas there is at present a distinct inconvenience arising from the difference between Bombay and Railway time, the inconvenience is minimized by the difference being exactly (or practically exactly) half an hour, a figure which renders calculation easy. It would be intensified if the difference were altered to 38m. 50s.

3. On the assumption then that all communities in India will fall into line with the present proposal, I am very strongly in favour of it. I can see no good reason why the City of Bombay should refuse to do so. The failure of a former attempt to change the Bombay time was (it has always been my respectful opinion) mainly due to the way in which the attempt was made. The mercantile community was thrown into an attitude of opposition to Government on the subject, which it seems to have been a point of honour with them since to maintain. On the merits of the question they seem to have no case at all. The fact that the shipping in the harbour keeps solar time is surely not the paramount consideration. A similar argument might apply to Glasgow or Liverpool or Plymouth. And yet it is impossible to imagine the general public of those ports keeping any but Greenwich time.

No. 62-R. T.

RAILWAY BOARD.

RAILWAY TRAFFIC.

To

(i) The Secretary to the Government of Madras, Public Works Department, Railway Branch.
(ii) The Secretary to the Government of Bombay, Public Works Department, Railway Branch.
(iii) The Secretary to the Government of Bengal, Public Works Department.
(iv) The Secretary to the Government of Bengal, Marine Department.
(v) The Honourable the Chief Commissioner of Assam.
(vi) The Honourable the Resident at Hyderabad.
(vii) The Honourable the Agent to the Governor General for Rajputana.

(viii to x) The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

(xi to xiii) The Managers, North-Western, Oudh and Rohilkhand and Eastern Bengal (State) Railways.

SIMLA, the 20th April 1905.

SIR,

(i) to (x) With reference to correspondence ending with your

(i) telegram No. 29 A., dated the 8th October 1904,

(ii) letter No. 2533, dated the 8th October 1904,

(iii) memorandum No. 177 T. R., dated the 13th September 1904,

(iv) letter No. 1734 Mne., dated the 4th November 1904,

(v) Public Works Department Secretary's letter No. 3104 P. W.—5419, dated the 19th October 1904,

(vi) letter No. 505, dated the 3rd September 1904,

(vii) Public Works Department Secretary's letter No 3546 S., dated 31st August 1904,

(viii) letter No. 4091, dated the 19th September 1904,

(ix) memorandum No. 5561-T., dated the 8th October 1904,

(x) memorandum No. 1696, dated the 3rd September 1904,

(xi) to (xiii) With reference to Government of India, Public Works Department, memorandum No. 721 R. T., dated the 6th August 1904,

I am directed to request that (i) to (x) the Railway Administration (s)

(i to iv) under the control of the Government of [(i) Madras / (ii) Bombay / (iii) Bengal, Public Works Department / (iv) Bengal, Marine Department] may be instructed

[(v to x) under your control / (xi to xiii) you will]

(i to x) on [their / its] line (s)

to introduce [(xi) North Western railway / (xii) Oudh and Rohilkhand railway / (xiii) Eastern Bengal State railway] (xi to xiii) on the on and from the 1st July 1905, Standard time which will in India be exactly 5½ hours in advance of Greenwich and 9 minutes in advance of Madras time.

2. To facilitate the introduction of the change, it has been arranged that when time is signalled to railways by the Government telegraph offices on the 1st July 1905, the time signalled will be Standard and not Madras time.

3. These orders do not apply to any local disconnected lines where the change would be inconvenient.—I have, etc.,

NEVILLE PRIESTLEY, Secretary, Railway Board.

Circular to Members.

CHAMBER OF COMMERCE,

BOMBAY, 26th May 1905.

TIME QUESTION.

The Government of India have notified that from the 1st July 1905 Standard Time will be introduced on all Railways in India, and that as regards large Commercial Towns, such as Calcutta and Bombay, they are prepared to introduce Standard Time in their Offices, Courts, &c., if local opinion shows itself agreeable to accept this alteration.

Standard Time will be nine minutes in advance of present Railway Time. In other words, Railway Time will be, say, 40 minutes (actually 39 minutes) in advance of present Local Time.

The question arises as to whether Bombay wishes to retain its present Local Time or to adopt Standard Time.

The adoption of Standard Time would, if offices continued to open at 10 o'clock, reduce the time between sunrise and office hours by 40 minutes (actually 39 minutes).

The alternative to this is to open Offices at 10-40 ; in practice this would probably become either 10-45 or 10-30.

Members are requested to state on the attached form (which should be returned to the Secretary not later than Friday, 2nd June 1905) whether they prefer to retain present local time, or would like to have the question of a change to Standard Time discussed at a Special General Meeting.

C. J. MICHAEL,
Acting Secretary.

BOMBAY CHAMBER OF COMMERCE.

TIME QUESTION.

In favour of the retention of present Local Time.	In favour of the question of a change to Standard Time being discussed at a General Meeting.

(*Signature of Member*).

BOMBAY, 26th May 1905.

No. 1549 OF 1905.

PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

BOMBAY CASTLE, 6th June 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward for information, a copy of the orders passed by this Government, in connection with the introduction of Standard Time on Indian Railways on and from 1st July 1905.—I have, &c.,

G. E. LILLIE, Under-Secretary to Government.

Introduction of Standard Time on Indian Railways on and from 1st July 1905.

No. 1548 OF 1905.

PUBLIC WORKS DEPARTMENT, RAILWAY.

BOMBAY CASTLE, 6th June 1905.

Letter from the Officiating Secretary to the Government of India, Public Works Department, Railways, No. 720 R. T., dated 6th August 1904.

Forwards, for information a "Note on a proposal for an Indian Standard Time" and requests that the Government of India may be furnished with the opinion of the Railway Administrations under the control of the Bombay Government on the proposal contained in paragraph 17 (*i*) of the Note, *viz.*

to fix an *Indian Standard Time* for use upon all Indian Railways and Telegraphs in India, which shall be exactly 5½ hours in

advance of Greenwich, and therefore about 9 minutes in advance of Madras time.

The Consulting Engineer for Railways submits the replies received from the Agents, Bombay, Baroda and Central India and Southern Mahratta Railways and the Managers, Bhavnagar-Gondal-Junagad-Porbandar and Morvi Railways and the Resident Engineer and Agent, Barsi Light Railway Company, intimating their approval of the proposal to introduce "Standard Time" on Railways in India.

Letter to the Secretary to the Government of India, Public Works Department, Railways, No. 2518, dated 7th October 1904.

The Consulting Engineer for Railways submits the reply received from the Agent, Great Indian Peninsula Railway Company, intimating that he agrees to the proposal.

Letter to the Secretary to the Government of India, Public Works Department, Railways, No. 2533, dated 8th October 1904.

Letter from the Secretary to the Railway Board No. R. T.—62, dated 20th April 1905 :—

"With reference to correspondence ending with your letter No. 2533, dated the 8th October 1904, I am directed to request that the Railway Administrations under the control of the Government of Bombay may be instructed to introduce on their lines on and from the 1st July 1905 Standard Time which will in India be exactly 5½ hours in advance of Greenwich and 9 minutes in advance of Madras time.

"2. To facilitate the introduction of the change it has been arranged that when time is signalled to railways by the Government telegraph offices on the 1st July 1905, the time signalled will be Standard and not Madras time.

"3. These orders do not apply to any local disconnected lines where the change would be inconvenient."

RESOLUTION.—To be communicated to all concerned for information.

2. The Railway Administrations under the control of this Government have already been directed to give effect to the instructions of the Railway Board, contained in their letter No. R. T.—62, dated 20th April 1905.

G. E. LILLIE, Under Secretary to Government.

No. 3397 of 1905.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 22nd June 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to forward, for information, copy of Government Resolution No. 3396 of this date, on the subject of the proposed adoption of an Indian standard time.—I have, &c.,

J. SLADEN,
Acting Secretary to Government.

No. 3396.

Indian Standard Time.—
Adoption of an—

GENERAL DEPARTMENT,

BOMBAY CASTLE, 22nd June 1905.

Circular from the Government of India, Department of Revenue and Agriculture (Meteorology), No. 7—71-22, dated the 27th May 1905 :—

" With reference to the replies received from Local Governments and Administrations to this Department's Circular No. 7—48-2, dated 13th July 1904, on the subject of an Indian standard time, I am directed to say, for the information of the Governor in Council, that as these replies disclosed a general consensus of opinion in favour of the proposals made in the note accompanying the circular, the Government of India have decided to adopt on Railways (other than small local lines where the change would be inconvenient) and in all Telegraph Offices, a standard time which will in India be exactly 5½ hours in advance of Greenwich and 9 minutes in advance of Madras time, and in Burma 6½ hours ahead of Greenwich and 5 minutes 23 seconds earlier than present Rangoon time. The change will be introduced at midnight between the 30th June and the 1st July 1905. As a matter of practical convenience, however, the new standard time will not be telegraphed to Railway and Telegraph Offices until 16 hours on the first July, although the change will be effected as accurately as possible at midnight or early on the morning of the 1st July.

" 2. The advisability of requiring the observance of the new standard for meteorological observations will be considered separately ,

but with this exception it is not, for the present, proposed to prescribe the extension of the new system beyond the sphere of the Railways and Telegraphs. If, however, the general public in centres such as Calcutta, Bombay and Karachi, which now follow the local time of their respective longitudes, evince any desire to adopt the new standard for daily use in place of local time, the Government of India will be prepared to give support to the change by ordering the adoption of the new standard at Government institutions in those cities."

RESOLUTION.—Copies of the circular from the Government of India should be forwarded for information to the officers and Departments to whom Government Resolution No. 1404, dated the 10th March 1905, was communicated.

J. SLADEN,
Acting Secretary to Government.

The 14th June 1905.

No. 98.—The following is published for general information :—

Circular No. R. T. 62, dated Simla, the 1st June 1905, Resolution by the Railway Board.

Amendment in rule 3 of Chapter III, Part 1, of the General Rules for working open lines of railway.

Read Section 47 of the Indian Railways Act, 1890 (IX of 1890).

Government of India, Public Works Department, Notification No. 118, dated the 21st March 1895, and the Government of India Circular No. 6, Railway, dated the 12th March 1895, published thereunder.

Government of India, Department of Revenue and Agriculture, Memorandum No. 436-71-17, dated the 21st February 1905.

Government of India, Department of Commerce and Industry, Notification No. 801, dated the 24th March 1905.

Railway Board's letter No. R. T. 62, dated the 20th April 1905.

RESOLUTION.—The Government of India having decided, after consulting the several Railway Administrations, to introduce upon all Railways (other than local disconnected lines where the change would be inconvenient) and in all Telegraph Offices, a standard time which will in India be exactly 5½ hours in advance of Greenwich and 9

minutes in advance of Madras time and in Burma 6½ hours ahead of Greenwich and 5 minutes 23 seconds earlier than present Rangoon time, the necessary instructions were issued to all Railway Administrations concerned to introduce the Standard time at midnight between the 30th June and the 1st July1905. This has necessitated an amendment of rules 3 of Chapter III, Part I, General Rule for working open lines of railway in India, which prescribes the use of Madras time.

2. In exercise of the powers conferred by the Notification of the Government of India in the Department of Commerce and Industry, No. 801, dated the 24th March 1905, read in the preamble above, the Railway Board are pleased, under Section 47, Sub-section (4) of the Indian Railways Act, 1890 (IX of 1890), as in force in British India or as locally applied, to sanction the adoption on and from the 1st July 1905 by the Administrations of the Railways concerned, whether in British India, in foreign territory or in Native States, to which the General Rules for working open lines of railway, promulgated with the Government of India Circular No. 6, Railway, dated the 12th March 1895, apply, of the accompanying amendment in rule 3 of Chapter III, Part 1, of the said General Rules.

ORDER.—Ordered that this Circular, with its enclosure, be published under a Notification in Part 1 of the *Gazette of India* as required by Section 47, Sub-section (3), of the Indian Railways Act, 1890 (IX of 1890), and that a copy thereof be kept open for inspection at railway stations as directed by Sub-section (b) of the same Section; also that a copy of this Circular and of its enclosure be communicated to the Local Governments and Administrations, and to the officers noted in the margin, for information and guidance, and to the Governments of the United Provinces and of the Punjab, the Honorable the Chief Commissioner of the Central Provinces, the Honorable the Resident in Mysore, the Honorable the Agents to the Governor-General in Central India and Baluchistan, the Honorable the Agent to the Governor-General and Chief Commissioner of the North-West Frontier Province, and the Accountant-General, Public Works Department, for information.

The Governments of Madras, Bombay and Burma, Public Works Department, Railway Branch.
The Government of Bengal, Public Works and Marine Departments.
The Honorable the Chief Commissioner of Assam.
The Honorable the Resident at Hyderabad.
The Honorable the Agent to the Governor-General for Rajputana.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
The Managers, North-Western, Oudh and Rohilkhand and Eastern Bengal (State) Railways.

Enclosure to Railway Board's Circular No. R. T. 62, dated the 1st June 1905.

Amendment in rule 3 of Chapter III, Part I, of the General Rules for working open lines of railway, promulgated with the Government of India, Public Works Department, Circular No. 6, Railway, dated the 12th March 1895.

In Rule 3 of Part I for the words "Madras time", read "Standard time."

(Sd) NEVILLE PRIESTLEY,
Secretary, Railway Board.

No. 1314—1905.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, *4th August* 1905.

To the SECRETARY to the GOVERNMENT of BENGAL,
General Department.

SIR,—I am now directed by the Committee of the Bengal Chamber of Commerce to acknowledge the receipt of your letter, No. 806 T. G., dated 5th June, 1905, with reference to the question of standard time.

2. Some delay has occurred in obtaining an expression of opinion from the different public bodies of the city, whom the Committee were desired by His Honour the Lieutenant Governor to consult. But as there was clearly no urgency about the matter, the Committee judged it better that all interested should be allowed ample time to give the fullest consideration to the proposal under discussion. In your letter it was stated that from midnight on the 30th June, standard time would be introduced on Railways and in all Telegraph Offices. You also added that, for the present, it was not proposed to prescribe the extension of the new system beyond the sphere of Railways and Telegraphs; but that Government would be prepared to support the change at important centres such as Calcutta, Bombay and Karachi, if the general public evinced a desire for it.

3. It has always been recognised that, if the system were introduced in Calcutta for general purposes, it might be necessary to make the clock times for the opening and closing of offices, banks, &c., thirty minutes earlier than at present. That is to say office hours

would be from 9-30 a.m. to 4-30 p.m. instead of from 10 a.m. to 5 p.m. Bearing this in mind, the Committee, in obtaining opinions, asked not only whether the adoption of standard time was unconditionally approved or disapproved, but also whether its adoption would be approved if the opening and closing of offices were made earlier by half an hour.

4. From the replies received it is evident that considerable diversity of opinion exists on the subject. Dealing first with the members of the Chamber, the Committee find that, of the seventy-eight members who replied to their enquiry, thirteen approved unconditionally of the local adoption of standard time ; thirty-six approved of its adoption with the qualification as to the re-arrangement of office hours ; and twenty-nine disapproved of its adoption. The Committee of the Calcutta Trades' Association expressed themselves against the proposal either with or without the qualification. A majority of the members of the Indian Jute Mills' Association hold similar views, which are likewise shared by the British Indian Association and the Mohammedan Literary Society. On the other hand the European and Anglo-Indian Defence Association and the Central National Mohammedan Association support the proposal provided office hours are changed ; while the Marwari Association supports the proposal unconditionally. The views of the Bengal National Chamber of Commerce and the Imperial Anglo-Indian Association have not been yet communicated. It should be added that the Banks in the city are, as the Committee understand, opposed to any change.

5. In the face of such a conflict of opinion it is manifestly impossible for the Committee to make any recommendation, except that the question should be allowed to remain in abeyance. Should a desire for the adoption of standard time be hereafter evinced, they will not hesitate to invite the assistance of Government. But at present it is clear that the existing system is distinctly popular. The principal objection to the suggested alteration seems to be—judging from the correspondence—that if standard time were introduced without qualification there would be twenty-four minutes less daylight after the closing of offices than there is at present ; and that if offices were opened and closed thirty minutes earlier than they now are, difficulties would arise in connection with the Native labour.—I have, etc.,

H. M. HAYWOOD, Acting Secretary.

STANDARD TIME.

GENERAL MEETING OF CHAMBER.

BOMBAY CHAMBER OF COMMERCE.

TIME QUESTION.

BOMBAY, 1*st June* 1905.

With reference to the Circular to Members, dated 23th May 1905, Notice is hereby given that a Special General Meeting of Members of the Bombay Chamber of Commerce, to consider the above matter, will be held in the rooms of the Chamber on Wednesday, 14th June, 1905, at 3 p.m.

By order of the Committee,
C. J. MICHAEL, Acting Secretary.

PROCEEDINGS OF SPECIAL GENERAL MEETING OF THE MEMBERS OF THE BOMBAY CHAMBER OF COMMERCE, HELD ON 14th JUNE 1905.

The Hon. Mr. C. H. Armstrong, Chairman of the Chamber, presided. Among the members present were—Mr. Ahmedbhoy Habibbhoy; Mr. J. Begbie (Bank of Bombay); Mr. P. J. Arnot (J. A. Begbie and Company); Mr. W. M. Bell and Mr. C. A. Russ (Messrs. Bell, Russ and Co.); Col. H. D. Olivier, R. E. and Mr. F. W. Hanson (B. B. and C. I. Railway); Mr. H. P. W. Macnaghten and Mr. S. J. Gillum (Bombay Company, Limited); Mr. George Miller (Chartered Bank of India, Australia and China); Mr. Callianjee Amirchund (Chagandas and Co.); Mr. L. Combe (Comptoir National D'Escompte de Paris); Mr. H. O. Coates (J. Duxbury and Co.); Mr. J. Fairclough and Mr. F. J. Rome (Ewart Latham and Co.); Mr. C. Vernon (Farbenfabriken Bayer and Company, Limited); Mr. D. M. Inglis (Finlay Muir and Co.); Mr. L. C. H. Young (C. H. B. Forbes and Co.); Mr. L. B. Ker (Forbes, Forbes, Campbell and Co.); Mr. F. T. Rickards (G. I. P. Railway); Mr. O. Meyer (Gaddum and Co.); Mr. N. S. Glazebrook (Glazebrook Tejpal and Co.); Mr. W. E. Crum, Mr. Nigel F. Paton, Mr. J. St. John Graham and Mr. H. E. Harrington (W. and A. Graham and Co.); Mr. H. Holmes and Mr. W. Kleinjung (Gysi and Kleinjung); Mr. H. Bendien (Holland-Bombay Trading Company, Limited); Mr. Percy Clare and Mr. Alex Baird (Kahn and Kahn); Mr. H. E. E. Procter and Mr. T. W

Birkett (Killick Nixon and Co.); Mr. T. W. Cuffe (King, King & Co.); Mr. E. Comber (Lyon and Co.); Mr. R. G. Monteath (Mackinnon, Mackenzie and Co.); Mr. R. A. Willis (Marsland, Price and Co.); Mr. J. Murdoch (Mercantile Bank of India, Limited); Mr. Harry S. Johnstone (National Bank of India, Limited); Mr. Frank Ritchie (P. and O. S. N. Company); Mr. Jehangir B. Petit (Jehangir B. Petit and Co.); Mr. C. H. Roberts (Prier de Saone and Co.); Mr. A. Zygouras (Ralli Brothers); Mr. V. Milward Bason (Samuel Fitze and Co.); Mr. C. H. S. Boggs (Sanday and Co.); Mr. A. A. Booker (E. D. Sassoon and Co.); Mr. H. F. Wagstaff (South British Fire and Marine Insurance Co.); Mr. J. S. Wardlaw Milne and Mr. B. Hope (Turner Morrison and Co.); Mr. F. W. Bickel (Volkart Brothers); Mr. J. B. Leslie-Rogers, Secretary; and Mr. C. J. Michael, Assistant Secretary of the Chamber.

CHAIRMAN'S SPEECH.

The notice convening the meeting having been read by the Secretary, the Chairman said :—Before I give you a brief history of the question which has brought us together this afternoon, I would explain the procedure your Committee has decided upon as regards this meeting. After the question has been fully discussed, votes will be taken on (1) those who favour the retention of the present Local time and (2) those who favour the adoption of Standard time. Your Committee do not propose to take any action on the result of the voting. The figures will be communicated to Government and to the local Press unless they have already appeared there. The position as regards Standard time is this, that in the large cities of Calcutta, Bombay and Karachi, Government do not intend to enforce Standard time against the wishes of the general public, but if a strong desire is shown in any of these towns to adopt the new time Government are prepared to give support by ordering the adoption of Standard time at Government institutions. I think this is a very wise position for Government to have taken up, for some of you will probably remember what happened in 1881 when the Bombay Government endeavoured to force Madras or Railway time upon the City of Bombay. It was notified by Government that from and after 1st December, 1881, Madras time would be kept at all Government Offices and that this would then be known as official time. The High Court of this city, the mercantile community and the general public objected and for eighteen months there was the greatest confusion, Government keeping one time and the general public another. Eventually on the

1st June, 1883, Government withdrew and Local time has since been kept in this city and island.

COMPARISON OF SYSTEMS.

Now as regards the present proposals. The matter was first brought to our notice by a "Note" or Memorandum forwarded to us on 15th April 1903, by the Bengal Chamber for favour of our views—the note was unsigned and I have not yet seen it stated by whom it was written. I believe, however, it emanated from the offices of the East Indian Railway. The note began as follows:—"I beg to propose that consideration should be given to the advisability of the adoption of a Standard Universal Time throughout the Peninsula of India. I make this recommendation entirely in the interests of the travelling public, and as such, I think it may be considered within our province, as the comfort and convenience of passengers throughout the land is concerned," and then it proceeded to argue that the general public of Calcutta and Bombay would be only too delighted to come into line for the benefit of the general travelling public. To this your Committee of that time replied that "the matter had been discussed by the Committee and that while they are not unanimous on the point a majority of the members of the Committee would favour the adoption of a Standard Time." About a month later the Bengal Chamber again addressed us, the object of their communication being to ascertain our views on a proposal for a zone system and they forwarded a lengthy memorandum detailing what was intended. Briefly the proposal was this. To establish an Eastern and a Western zone, the time between the two to differ by exactly one hour. This I may say is the system followed in America, which is divided into four zones keeping respectively the times of the 75th, the 90th, 105th and 120th meridians west; that is, 5, 6, 7, and 8 hours behind Greenwich time; every 15 degrees of longitude corresponding to an hour of local time. Much in the same way Germany, Denmark, Switzerland and Italy have adopted a uniform time 15 degrees east or one hour ahead of Greenwich. France has adopted Greenwich time and Egypt is two hours east of Greenwich. Australia has also been divided into time zones based on multiples of 15 degrees east, each degree being equal to an hour's difference. Now in India if this zone proposal were carried through there would be two standard times, namely, those of the 90 and 75 degrees and the division would be about at 82½ degrees which would not be very inconvenient

to the five railways which cross this line. Calcutta and Bombay would find their local time in close agreement with a zone system, the former would have to change only 6 minutes and Bombay only 9 minutes, to which there could be no real objection.

THE ROYAL SOCIETY'S VIEW.

On receiving this proposal your Committee issued a Circular to members fully explaining the matter and they put forward four proposals on which they requested members to vote. The four proposals were :

(1). The adoption of a uniform time.

(2). The adoption of a zone system such as I have described.

(3). The adoption of a zone system under which Calcutta time would be the time of the Eastern half and Bombay time altered by 3 minutes so as to make exactly an hour's difference the time of the Western half.

(4). The maintaining of the present system.

I am sorry to say, gentlemen, that members took very little interest in the question. There was only one vote for uniform time, 5 for the first zone system, 7 for the second and 6 for the maintenance of present local time. In replying your Committee said that they had "found it impossible to interest the commercial community in the question, and that the few replies elicited by their circular on the subject give so little indication of any strong or even clear preference for any of the alternatives suggested, that it is impossible to regard them as otherwise than most inconclusive. On the whole they believe that the general preference in Bombay is for a continuance of the present system, the various ports keeping their own solar time and the railway keeping the time of Madras." Nothing more was heard of the question until 11th August 1904, when from the Government of Bombay we received a lengthy Government of India Note setting forth a third proposal which is the one now before you for a universal time. It was explained that it was advisable to have a time system in simple relation to Greenwich and it was pointed out that the Government of India had lately been pressed by Scientific Societies both in India and in England to fall into line with the rest of the civilised world. I would ask you to note this specially, gentlemen, because the proposal now before you does not fall into line with the rest of the civilised world, and is not approved by the

Royal Society. The Royal Society, in advising Government on the point, had written as follows:—"The Committee think that a change from Madras time to that corresponding to a longitude exactly 5½ hours east of Greenwich would be an improvement upon the existing arrangements; but that for international scientific purposes the hourly zone system making the time 5 hours in advance of Greenwich in the west and 6 hours in advance in the east of India, would be preferable." In commenting on this Government stated that if India was connected with Europe by a continuous series of civilised nations, with their continuous Railway systems all of which had adopted the hour zone system it would be imperative on India to conform by also adopting a zone system, but as this is not so it seems preferable to adopt for the whole of India, excluding Burma, a time system 5½ hours in advance of Greenwich.

Railway Influence.

The first part of the next paragraph in the Government Note must surely have been written by a Railway official, for its aim and object is to demolish the zone system which has been adopted by so many other countries. We are told that the double standard would puzzle the natives greatly—I presume the travelling natives are meant—and that there are obvious objections to drawing an arbitrary line right across the richest and most popular portion of India; but no reasons are given in support of this statement. We are also advised that in all probability the zone system would be strongly opposed by the Railway authorities. But why it is not stated? Why should a system which works well in America and on the Continent, countries covered with a network of Railways, be strongly opposed by the Railway authorities of India? It is, I think, a great pity that the supposed strong objections of the Railways have not been enquired into and stated so that the mercantile communities of Calcutta and Bombay might know how much weight to attach to them. At the end of the paragraph Government appear, however, notwithstanding the probable strong opposition of the Railways, to vere again in favour of the zone system, for they say "The one great advantage which the zone system possesses over the Uniform time system is that under the former, the difference between Local and Standard time 'can never exceed half an hour'; whereas under the latter it will 'even exceed an hour' in the extreme cases of Karachi and Quetta." "But this inconvenience," it is added, "is believed to be smaller

than that of keeping two different times on the Indian system of Railways and Telegraphs." From which it is obvious that against the advice of the Royal Society, a body well qualified to advise in a matter of this kind, Government desire a uniform system in the interest of the Railways. Now what does a uniform system mean to this country? It means that over an area, which differs from the extreme east to the extreme west by 1 hour 53 minutes or by roughly 2 hours, there is to be one uniform time, whereas in America under the zone system an hour is the utmost difference and no place differs more than 30 minutes from its true time. The position here will be that Karachi and Quetta will differ 62 minutes from their sun time, and places on the extreme east 51 minutes. And if our borders extend further eastwards and westwards the differences will become even more marked.

LOCAL OPINION.

To this particular proposal of Government your Committee of last year replied as follows:—"That while there is some difference of opinion amongst the members of my Committee, they believe the feeling generally is against any alteration in Local time, and any movement in this direction would not, they think, be acceptable to the mercantile community or to the general public of Bombay." The reply of the Port Trustees was:—"I am directed to say that after giving the matter their full consideration, the Board, believing that a change in the Local time would be inconvenient to the mercantile and shipping communities and to the public generally, are unable to approve the proposal of Government"; and, over the signature of Mr. W. L. Harvey, the Municipality replied as follows:—"I can see no objection to the proposals made in paragraph 17 of the note being adopted, *viz.*, (1) to fix an Indian Standard time for use upon all Indian Railways and Telegraphs in India which shall be exactly 5½ hours in advance of Greenwich, and therefore about 9 minutes in advance of Madras time. Government are aware the public of Bombay objected strongly some 20 years ago as will be seen from Government Resolution No. 1820 of 29th May, 1883, General Department, to any alteration being made in Local time, and I believe the same feeling of objection still exists." Well, gentlemen, this is the nature of the proposal which is before us to-day. Personally, as you will probably have gathered, I favour the zone system, as I think that in a country of this great size it is

much to be preferred to a uniform system which will cut so many of us hopelessly adrift from sun time which after all is the true time and which for a large resident population like Bombay must always be the best time. Should the voting later on show that there are many opposed to the unifom system now proposed, I hope Government may be again induced to take up the zone system which, if fixed on the 90th and 75th degrees, would only throw us out 9 minutes by the sun and would at the extreme points of India's Railway system differ by only about half an hour from actual sun time. Now if you will bear with me for a few minutes longer I will touch briefly on the question as to how Bombay in its daily life will be affected if standard time is adopted. If we continue to open our offices at ten o'clock as at present we shall reduce the time between sunrise and office hours by 40 minutes. This, it is said by many, will be a serious inconvenience to our clerks who have much to do in the way of household duties before they come to work. My experience is that in the cold weather when the days are short it is not an easy matter to get one's staff together at 10 o'clock, and-now-a-days, with plague always in our midst, it would increase the difficulty of those who in the cold weather leave the bazaar and go to live outside the island getting to office at the correct time, and anything which might tend to check the spread of the population is to be deprecated. Sportsmen and others who value the early mornings will no doubt speak for themselves on this point.

The Bombay Position.

But it is said that the advantage of continuing to open at ten would enable us to close 40 minutes earlier or say at ten minutes to five by the sun instead of nominally at 5-30 as at present. I cannot think, however, that to merchants this would be so, for various reasons work will go on until it is beginning to get dusk. On the Cotton Green at Colaba I believe work is always carried on until it is too dark to "sample," and it is obvious that early telegrams from Liverpool which now come in at about 5-15 will not come in 40 minutes earlier. The result of continuing to open at ten would tend in many cases to a longer day's work and this must surely be avoided. I have not consulted the 'Trades' Association on the point, but I cannot suppose that a shop which now closes at 6 o'clock sun time would be able to close at 5-20 by the sun, for those who have to do their shopping in the evening could hardly be expected to leave

their houses in the middle of the afternoon or say at 3-30 sun time instead of at 4-15 as at present. The alternative course would be to open at 10-40 which in practice would probably become 10-45 or 10-30, and 10-40, or to be absolutely correct 10-39, new time, would be the same as our present 10 o'clock sun time. The arguments in favour of this course seem to be that we should differ exactly 5½ hours from Greenwich, that we should be the same as railway time and the same as the time up country. The argument against it is that a large resident population would be cut adrift from sun time—after all the only true time—by 39 minutes. As I have said before, I am a strong advocate of the zone system because it is scientifically correct and because some day we shall have to adopt it, and as regards the proposal now under our consideration I would prefer to remain as we are until the zone system comes before us as the approved system of Government when I would be the first to urge the Chamber to give a hearty support to the proposal. But, gentlemen, a suggestion I would make is this, that on the 1st July we in Bombay be prepared to alter our time 9 minutes, and if our friends in Calcutta will alter theirs 6 minutes our times will then be based on the 75 and 90 degrees and there will be exactly an hour between us. Bombay will then be 5 hours east of Greenwich, Calcutta will be 6 hours, and railway or standard time will be 5½ hours or exactly half way between the two cities. This, it seems to me, would be a move in the right direction, and to those who favour the retention of present Local time as against the adoption of Standard time I would recommend this proposal for careful consideration. To those on the other hand who favor the adoption of Standard time I would also submit this suggestion as worthy of their attention as, so far as Bombay and Calcutta are concerned, it will give effect to what has been approved by the Royal Society and it will be the first step towards the establishment of an eastern and a western zone on lines similar to those already adopted by so many other countries. This suggestion, however, is not before the meeting as a proposal and so cannot be discussed, but it may hereafter be thought worthy of consideration. (Applause.)

THE DISCUSSION.

Mr. H. E. E. Procter said he would have liked to be able to support their chairman, but he regretted he could not as he held a different opinion. The chairman had given them a very clear statement of

the position, but he did not think it had been made quite clear what Government proposed. He took it the position was this. Government had been asked to bring the Indian time into accord with Greenwich time, and in order to do that they had had two proposals before them. The one was to adopt the zone system which would divide India and Burma into two zones, 5 and 6 hours respectively ahead of Greenwich, and the other was to adopt a standard time five and a half hours ahead of Greenwich for all India, and six and a half hours ahead for Burma. The chairman had told them that other countries had already adopted the zone principle. But it seemed to him that the countries that had done so, America, Europe and Australia were those to which it was naturally suited. Countries like South Africa and New Zealand, for which the zone system was not suitable, had not adopted it. They had adopted a mean system. That was what the Government of India had done and he thought the Government of India were quite right in coming to that decision. If India were connected by railways with Europe, India would have had to adopt zone time, but as it was, the adoption of the other proposal would cause the least inconvenience. It was said that the standard time would not be scientifically correct; but if they were five and a half hours ahead of Greenwich the difference would be just as easy to calculate as it would be if they were five hours ahead. However, that was not the question they had come there to discuss. Government had thrashed out that question. The question before them now was whether in Bombay they were to adopt standard time or to continue local time. If they decided for local time they would be probably the only town in India to do so. Karachi had already accepted standard time, and Calcutta had informed Government that they were in favour of it. It seemed to him they ought to adopt standard time in Bombay, and if necessary alter the office hours. It had been said: Why should Bombay alter its time for the benefit of the globe trotter? They looked upon Bombay as the gate of India and they were rather proud of it. Everybody who came to India and went away, passed through Bombay and the present double time was a great inconvenience. If it was adhered to it would be 39 minutes behind standard time and the inconvenience much increased. As regards the shipping he did not think there was any objection whatever. All the steamers that came to Bombay kept their chronometers at Greenwich time, and therefore if Bombay were five and a half hours ahead of Greenwich

the steamers would know exactly where they were. In South Africa they kept standard time 1½ hours ahead of Greenwich and Liverpool was 15 minutes behind Greenwich and steamers found no difficulty. Mr. Armstrong had mentioned the difficulty of getting the native clerks to offices at 10 o'clock if standard time was adopted, and he thought this was the only real objection, although personally he only believed there would be any difficulty in the cold weather. He was strongly in favour of falling in with the rest of India and adopting standard time and of altering office hours later as to 10-30 a.m. if they found it necessary.

Mr. E. Comber thought Mr. Procter's comparison of India with South Africa was not exactly fair, considering the degrees of longitude over which they extended. South Africa was covered by 15 degrees of longitude, and therefore whatever time they adopted, according to longitude, to be a standard time, no part of the country would be more than half an hour out. And he thought an even less distance covered the whole of New Zealand. In India they had a very much further extension from east to west and the comparison that had been made was not a fair one.

Colonel H. D. Olivier, R.E., said as all this had been put down to the railway it was rather difficult for him to speak on the subject. He had listened with great interest to the chairman's speech notwithstanding the remarks he had made. It seemed to him the chairman's speech was interesting because it showed the difference between zone and standard time; but that was not the question before them that afternoon. The question was whether, the Government of India, having decided the time for the whole of India, Bombay was to fall in with the alteration or be different from the rest of India. Reference had been made to the action of Government with regard to Bombay time twenty years ago, but he thought the reason of the trouble that arose then was the way Government set about carrying out their proposals. This time Government had consulted them and treated them reasonably. They must try not to be too insular. After all they were an island, but he thought they should try to fall into line with the rest of the continent to which they belonged. If the rest of India accepted standard time it would be rather peculiar of Bombay to adopt another time. Sometime ago he himself lived at Thana and he did not see any difference in the natives there. They got through their work all right; and they kept the railway time

though they were only a twelve miles from Bombay. A different time in Bombay was very inconvenient to people who came down from up-country. The first thing one noticed was that they kept an appointment half an hour ahead of Bombay time, and then the first thing they said was: Oh !——the Bombay time. (Laughter).

Mr. George Miller said after what the chairman had said there remained very little for him to say. The only thing he wanted to tell them was that the Exchange had their meeting last week and had come to the unanimous conclusion that they could not approve of the proposal for standard time. They had no objection to the zone system, but one of the reasons why they objected to the alteration was that they would not be able to get their staff into office earlier. He believed that if they agreed to adopt standard time in Bombay the eventual result would be a considerable addition to the length of their working day.

Colonel Olivier: Up-country they don't feel any difficulty at all.

Mr. Miller: I am only speaking of Bombay. We cannot get our men in at 10 o'clock.

Mr. F. W. Bickel contended that the zone system was the one that ought to be introduced in India.

Mr. Cullianjee Amirchand contended that it had not been shown that they had suffered in any way by keeping the local time, which had been in vogue for so many years. As pointed out by the chairman the difference between the time in the eastern and western zones of this country was nearly two hours, and was so great that even if they adopted any medium between them, the change would materially interfere with the routine life of almost all the communities in India. That would be particularly the case with the Hindus and Mahomedans, who would find the innovation greatly inconvenient in practising their religious rites and ceremonies, some of which had been based on the solar and some on the lunar time. The present system had so far worked extremely well, and no alteration had been found necessary. Another objection to the alteration was that the horoscopes, which the Hindus, Mahomedans and Parsees caused to be made by Brahmins on the birth of their children, were cast in accordance with the local solar time, and if the present system were altered all the calculations would be upset. He did not think that

except meeting the wishes of the Government they would bring about any good result by adopting the standard time. He feared that any such change would give rise to a great deal of irritation among the native public. He submitted that the local time ought not to be disturbed. (Applause.)

Mr. F. W. Bickel said that if the Hindus and Mahomedans would go in for the chairman's proposal for the zone time they would find it possible to suit their religious and other customs to it.

Mr. Cullianjee: It is a matter of custom.

Mr. Bickel said that by adopting the zone system there would be a difference of nine minutes only.

Mr. T. W. Cuffe thought it was very much to be regretted that questions should be introduced in the discussion which were beside the main question at issue. They had come there to decide whether they should or should not retain the existing system. Those of them who favoured the retention of the existing system, came there naturally expecting to hear some of the advantages, or otherwise of the new system, or the disadvantages of the existing one. So far as the new system was concerned they had been told that it would be wrong of them not to conform with the travelling public coming to Bombay, who used rather strong language in consequence of the obstinate system of theirs. That was all that they had been told. Now, they were asked to adopt a system which was in the very essence of it a rather arbitrary one. It was not even recommended by that distinguished body, the Royal Society. They were asked to change a system which had answered their purposes in every respect, which had been intelligible to everybody in Bombay, and which had brought them no disadvantage. Were they then going to give up that system in favour of the standard time? He hoped unless a more solid reason was given in favour of the change, the general opinion of the Chamber would be in favour of retaining the present time. (Applause.)

The chairman then put the question to the vote with the result that 22 voted for the retention of the present local time and 17 in favour of adopting the standard time. The declaration by the Chairman of the result of the voting was greeted with applause.

The proceedings then terminated.

CHAMBER OF COMMERCE,
BOMBAY, 14th June 1905.

The ACTING SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 1404, dated 10th March 1905, together with enclosures containing Government Resolution of the same date.

Under instructions of the Committee I am to inform you that a General Meeting of the Chamber of Commerce was held this day to consider the question of the adoption of Standard Time for this City, and at the conclusion the votes recorded were as follows, *viz.*, 17 for Standard Time and 22 for the retention of present Local Time.—I have, etc.

C. H. ARMSTRONG, Chairman.
J. B. LESLIE-ROGERS, Secretary.

BOMBAY, 15*th August* 1905.

The CHAIRMAN,
BOMBAY CHAMBER OF COMMERCE.

DEAR SIR,—As over 50 members of the Chamber have signed a Circular in favour of Standard Time, we shall be obliged by your calling another Special General Meeting at an early date to take another vote on the question.

Yours truly,

Per pro VOLKART BROTHERS,
F. W. BICKEL.
OWEN & OKELL,
SOUTH BRITISH INSURANCE Co.,
H. F. WAGSTAFF, Manager.
SASSOON J. DAVID & Co.,
NEW ZEALAND INSURANCE Co.,
ALEX M. TOD, Manager.
Per pro SHAW, WALLACE & Co.,
H. CHEETHAM.
W. & A. GRAHAM & Co.
Per pro MACKINNON, MACKENZIE & Co.,
R. G. MONTEATH.
P. & O. S. N. COMPANY,
FRANK RITCHIE, Superintendent.
Per pro LATHAM ABERCROMBIE & Co.,
WM. KIDSTON GLEN.
KILLICK, NIXON & Co.

In accordance with the above requisition, a Special General Meeting of the members of the Chamber of Commerce will be held in the rooms of the Chamber on Wednesday, 30th August 1905, at 3-30 P. M.

C. H. ARMSTRONG, Chairman.

BOMBAY, 19*th August* 1905.

PROCEEDINGS OF SPECIAL GENERAL MEETING OF THE MEMBERS OF THE BOMBAY CHAMBER OF COMMERCE HELD ON 30th AUGUST 1905.

The Hon'ble Mr. C. H. Armstrong, Chairman of the Chamber, presided.

Among those present were :—Mr. H. E. E. Procter and Mr. T. W. Birkett (Killick Nixon & Co.) ; Mr. A. Zygouras (Ralli Brothers) ; Mr. F. W. Bickel (Volkart Brothers) ; Mr. J. Fairclough (Ewart, Latham & Co.) ; Mr. Frank Ritchie (P. & O. S. N. Co.) ; Mr. W. E. Crum, Mr. Nigel F. Paton and Mr. J. St. J. Graham (W. & A. Graham & Co.) ; Mr. George Miller (Chartered Bank of India, Australia & China); Mr. F. T. Rickards (Acting Agent, G. I. P. Railway) ; Mr. A. Muirhead (General Traffic Manager, G. I. P. Railway); Mr. T. W. Cuffe (King, King & Co.) ; Mr. J. J. Marsland (Marsland, Price & Co.) ; Mr. H. A. H. Payne (Payne & Co.) ; Mr. B. H. J. Rustomji and Mr. D. H. J. Rustomji (H. J. Rustomji & Co.) ; Mr. A. W. Campbell (Bruel & Co.) ; Mr. A. Moritz (Glade & Co.) ; Mr. L. Combe (Comptoir National De Escompte de Paris) ; Mr. Dominico Oliva (Rubattino S. N. Company) ; Mr. V. Milward Bason (Samuel Fitze & Co.) ; Mr. T. J. F. Mascarenhas (A. J. Mantacheff & Co.) ; Mr. D. J. Issacs (E. D. Sassoon & Co.) ; Mr. Leighton B. Ker (Forbes, Forbes, Campbell & Co.) ; Mr. H. R. Greaves (Greaves Cotton & Co.) ; Mr. Dharamdass Tribhowandas (Tribhowandas Vurjivandas & Co.) ; Mr. N. B. Saklatwalla (Tata & Sons) ; Mr. J. Begbie (Bank of Bombay); Mr. Harry S. Johnstone (National Bank of India); Mr. A. Roberts (Prier de Saone & Co.); Mr. W. M. Bell and Mr. C. A. Russ (Bell, Russ & Co.) ; Mr. C. Vernon (Farbenfabriken Bayer & Co., Ld.) ; Mr. H. F. Wagstaff and Mr. H. F. J. Tewsley (South British F. and M. Insurance Co.) ; Mr. E. Comber (Lyon and Co.) ; Mr. N. S. Glazebrook (Glazebrook, Tejpal & Co.); Mr. Nanalal Vizbhucandas (Narandas Rajaram & Co.). Mr. Cullianjee Amirchand (Chugondas & Co.) ; Col.

H. D. Olivier, R.E., and Mr. F. W. Hanson (B. B. & C. I. Railway); Mr. J. G. Bendien (Holland-Bombay Trading Co.); Mr. Jehangir B. Petit (Jehangir B. Petit & Co.); Mr. R. G. Monteath (Mackinnon, Mackenzie & Co.); Mr. O. Meyer (Gaddum & Co.); Mr. H. Kreis (E. Spinner Co.); Mr. D. M. Inglis and Mr. H. Blair (Finlay, Muir & Co.); Mr. R. W. L. Dunlop (Crawford, Brown & Co.); Mr. H. Tessmann (A. Blascheck & Co.); Mr. H. O. Coates (J. Duxbury & Co.); Mr. J. Pollard (Fleming Shaw & Co.); Mr. H. Cheetham (Shaw, Wallace & Co.); Mr. F. H. FitzGerald (Vaccum Oil Co., Ld.); Mr. H. Humphrey (Latham & Co.); Mr. E. Schumacher (Worman & Co.); Mr. D. H. Shellim (Sassoon J. David & Co.); Mr. N. N. Wadia (Bombay Dyeing and Manufacturing Co., Ld.); Mr. K. Kodoma (Yokohama Specie Bank); Mr. E. G. Pearson (Bennett, Coleman & Co.); Mr. E. W. Dawson (Thos. Cook & Son); Mr. A. M. Tod (New Zealand Insce. Co.); Mr. W. Kleinjung and Mr. H. Holmes (Gysi and Kleinjung); Mr. Thos. Sharples (Steiners Ld.); Mr. O. G. Owen (Owen and Okell); Mr. L. C. H. Young (C. H. B. Forbes & Co.); Mr. Percy Clare (Kahn and Kahn); Mr. P. De Bure (Messageries Maritimes S. N. Co.); Mr. C. F. Meyer (Standard Oil Co. of New York); Mr. J. S. Wardlaw Milne (Turner, Morrison & Co.); Mr. T. Kusomoto (Nippon Yusen Kaisha); Mr. F. A. Owen and Mr. C. B. Lynch (Craigie, Lynch & Owen); Mr. H. Heberlein (Ostermayer & Co.); Mr. W. Kidston Glen (Latham Abercrombie & Co.); Mr. C. Kirissoglou (John Fachiri); Mr. Ahmedbhoy Hubibbhoy, Mr. J. B. Leslie-Rogers (Secretary) and Mr. C. J. Michael (Assistant Secretary of the Chamber).

The notice convening the meeting having been read by the Secretary, the Chairman asked for and obtained permission to send a message from the Chamber to H. E. the Viceroy. The Chairman then called upon the members who had sent in the requisition to convene the meeting to bring forward their proposition.

Mr. Leighton B. Ker proposed the adoption of Standard Time in Bombay and that in future the office hours be fixed at 10-30 a.m. to 5-30 p.m. instead of 10 a.m. to 5 p.m. as at present; and that a copy of this resolution be sent to the Government of Bombay.

Mr. G. Miller rose to a point of order submitting that, according to the notice given to them, they were there to discuss the question of Standard Time only. No mention had been made in it about office hours.

The Chairman said as this point of order was to be raised he had taken the opportunity of consulting the solicitors of the Chamber. He then read the following opinion given by Messrs. Craigie, Lynch and Owen: "The matter specified in this requisition for consideration of the special general meeting is that of 'taking another vote on the question of Standard Time.' No other object or matter is specified by the requisition. In compliance with such requisition you have, in accordance with the regulations of the Chamber, convened by advertisement a special general meeting of the Chamber to be held on the 30th instant, and you have rightly published in such advertisement the requisition above referred to, because such requisition states the specific matter to be considered at the meeting. It has since been brought to your notice that possibly at the meeting of the 30th instant a resolution may be proposed in favour of 'altering office hours,' and you have requested us to advise you whether such resolution if proposed would be in order. We must advise you that it would not be in order. Rule 10 of the Chamber provides that notice of a special general meeting and of the specific matter to be considered thereat shall be given to members by circular or by advertisement. We think that unless any specific matter to be brought before the meeting has been set forth in the advertisement, it is not competent for the special general meeting to deal with such specific matter by submitting or passing a resolution thereon. The question of "altering office hours" is clearly a specific matter just as much as the question of adopting Standard Time is a specific matter. Further, the question of altering office hours, though it may be connected with the question of adopting Standard Time, is nevertheless a matter entirely distinct from the matter of adopting Standard Time. Inasmuch as no reference is made in the advertisement to the question of altering office hours, we are of opinion, in view of Rule 10 of the Chamber, that any proposition dealing with the alteration of office hours put before the meeting by way of a resolution would not be in order."

The Chairman said with this opinion before him he was bound to rule out of order that portion of the resolution which referred to the alteration of the office hours. He felt that the question of Standard Time could not very well be discussed without the question of office hours, but he could not in the face of the opinion given by their solicitors allow that particular part of the resolution to stand.

The terms of the proposition having been amended, **Mr. Leighton B. Ker** said shortly after the last meeting of the Chamber which was held on the question of Standard Time, it was felt amongst a certain number of members that the question had not been threshed out properly, and an energetic member of the Chamber sent round a circular with a view to find out the opinion of the members. The circular, that had been sent round, was practically the same as the resolution he had first put forward, namely that Standard Time be adopted in Bombay and that the office hours be changed from 10 a.m. to 5 p.m. to 10-30 a.m. to 5-30 p.m. By this circular they obtained 50 votes in favour of Standard Time, and later on a few more votes were given, bringing the total to 57. They must remember in this connection that the total number of the members of the Chamber was 85. So that they had a very strong proportion in favour of Standard Time and also in favour of the alteration in the office hours. The actual difference between Bombay Time and Standard Time was 39 minutes, and the proposed change in the office hours gave a difference of 9 minutes only. The point that was raised at the last meeting related to any trouble that might be felt by numerous employers. It was also stated that a large number of employees, who were living in the suburbs, would find the change inconvenient on account of the present arrangement of the local trains. He had spoken to Colonel Olivier and Mr. Muirhead on the subject, and they had assured him that there would be no trouble of that kind, and that they would do everything to make the time of the trains convenient for these employees. There was only one point that seemed to him necessary to be referred to. That was with regard to the adoption of Zone Time. He did not think the adoption of that time would improve their position. The Hon. Mr. Hewett during his recent visit to Bombay had expressed his opinion that the Government of India did not see their way to adopt Zone Time, and that any proposal of that character on their part would not be acceptable. He therefore proposed : **"That this Chamber is in favour of the adoption of Standard Time in Bombay, and that a copy of this resolution be communicated to the Government of Bombay."** (Applause.)

Mr. Herbert R. Greaves in seconding said he thought it was most desirable that they should have one Standard Time throughout India. The moment they went home to England, one of the first things they did was to set their watch by Greenwich time which was the standard throughout England, Scotland and Wales. No matter whether they

were in the East of England or the West of Wales they recognised one time, and one time only; therefore he could not conceive what difficulty there could be by adopting one recognised Standard Time in India. The only reasonable objection that he had heard against it was that they had got accustomed in Bombay to opening their Banks and offices at 10 o'clock Bombay time, but that difficulty could be overcome by heads of the banks and offices by a stroke of the pen in altering the office hours from 10-30 to 3-30 in the case of the banks, and 10-30 to 5-30 with offices. In his opinion they would settle down within a week's time and never know there had been a change. The convenience to the travelling public was obvious, the inconvenience to Bombay men nil. If they travelled out of Bombay, North of Bandra or on any line of rail east until they came to Calcutta, they immediately came in contact with the only time recognised *viz*, Railway or Standard Time. He trusted by their vote that afternoon they would show that however much they might dislike a change, they recognised that it was advisable to adopt one time throughout India and that Standard Time. (Applause.)

Mr. F. W. Bickel said he had not intended to say anything that afternoon as he had already expressed his views on the subject in the Committee and the public press. He would, however, like to make a slight reference to the proposition which was originally moved and a portion of which was ruled out of order. The Chairman's ruling had taken him by surprise, because there had been an informal discussion in the Committee about changing the office hours in connection with the subject. However, as the matter stood, the vote which was going to be taken that day, would not prevent them from bringing forward on a future occasion the proposal regarding the change in office hours, if they accepted the proposal for adopting Standard Time. He himself was once in favour of Zone Time. But since the Hon. Mr. Hewett had assured them that acting on the best advice the Government of India had not considered it advisable to introduce it, he thought there was no alternative but to accept the Standard Time. He thought that was the auspicious day for them to adopt Standard Time. They had learnt that day that peace had been declared between Japan and Russia, and that conclusion must have been arrived at after a good deal of "give and take" on each side. He thought they should also act upon the principle of "give and take" in connection with the question of the adoption of Standard Time. (Hear, hear.) If there were only small disadvantages in the

adoption of the Standard Time and if only few individuals were the sufferers thereby, he thought the minority should not grudge to make some sacrifice for the sake of the majority. (Hear, hear.)

Mr. T. W. Cuffe said he thought the Chamber was to be congratulated on having been saved by the Chairman's ruling from an impossible position. Even if they could obtain unanimity in the Chamber on the question of standard time, it stood to reason that no vote of that Chamber nor any ruling of the Government of India could impose upon them any particular office hours. Their office hours were determined by many considerations and it was this question of office hours that was at the root of their objections to the introduction of standard time. Karachi had been flashed in their faces by the Minister for Commerce. Did members know what the experience of Karachi had been? Having, at Karachi, very lately adopted standard time, having put forward their clocks from 10-0 till 11-0 what was the result? Some of the firms for reasons best known to themselves had reverted to 10-0 or 10-30. How did they know that a similar thing would not happen to them in Bombay? If the banks adhered to 10-0 o'clock as the hour of opening, others would have to follow and in the course of time was it not likely that they would all drift back and eventually lose an hour, or half an hour, of their already short leisure hours? They were told that the loss would be made up in the afternoons. Would it be made up? Was it so certain that they would get back their half hour in the evening? Was it not possible that the change might result in an addition of 39 minutes to the Bombay working day? They all knew the conditions of working hours in Bombay, and the tendency to work on in the evening. It seemed to him that they could not be reasonably asked to acquiesce in an arrangement which was brimful of difficulties of that kind. It seemed to him that notwithstanding the facilities the railways were willing to offer to their employés living in the suburbs the question resolved itself into this; that if they reverted into 10-0 o'clock standard time it might be for all a nett loss of not less than half an hour in the morning. He hoped all the members present would consider how the question would affect them personally. He hoped they would put this question; whether they would exchange a system for which not a single disadvantage had been pointed out for a system in which these risks were certain and for which not a single advantage except the advantage of uniformity had been urged. Reference had been

made to the zone system, as to which they had heard one very remarkable statement from Mr. Bickel and had seen another in the "Times of India" that morning. In regard to the zone system, he thought he was right in saying that it was that which would necessitate the least dislocation of the existing arrangements. He thought he might say that there were many members who were ranged on one side or the other of this question who were in favour of the zone system, and it seemed to him it was in that direction that it would be well for the Chamber to look. For it seemed to him that no unanimity would be arrived at, and that any resolution would be as little binding upon the minority as the last had been and just as little likely to give them stardard time. The question was whether it would not be best for them to see whether—not at once, but say, in a month's time—they could not obtain a greater unanimity of opinion as to the zone system than they would be able to as to standard time. They should endeavour to ascertain in the interval whether Calcutta, who as they knew also suffered from insufficient imagination, would not agree with them. With regard to the statement that the Government of India were not likely to approve the zone system, if that meant that the City of Bombay was not free to adopt the zone system if it liked, then he would only say that in the face of what they knew it was a very extraordinary statement. What did they know? They had it on the very best authority that the Presidency towns were to be left with perfect freedom of action in regard to the matter. Surely those who argued that the freedom would be denied if the three Presidency towns asked for the zone system were also deficient in imagination. It would be a considerable relief to them to know that there was some way out of the difficulty in which they could all meet on common ground in reference to the problem.

Mr. Callianjee Amirchand urged that the question of the adoption of the standard time did not affect the interest of the Chamber only but it was a question in which the general public of Bombay was vitally interested. He did not think the Chamber would be justified in setting aside the wishes of the other public bodies, namely, the Mill-owners' Association, the Piece-Goods Association, the Grain Merchants' Association, and the Bombay Cotton Exchange. He trusted these bodies also would be consulted by the Government before passing final orders. He had recently addressed a letter to the local press showing that Bengal was not in favour of adopting standard time. He contended that the Chamber was not justified in re-opening the

question so soon after the resolution they had recently passed after deliberate consideration. It seemed that the adoption of standard time was now favoured because a number of people found it inconvenient to set their watches according to standard time while travelling on the railway. He submitted that was not a valid reason and that they should at least wait and see what experience Karachi got of the standard time.

Mr. R. W. L. Dunlop said speaking on behalf of the people who lived in the suburbs he thought it was a very good question to consider whether as a result of the change of time they would not lose the extra half hour that they now had in the morning. It was stated that fifty members of the Chamber were in favour of standard time. He submitted that they were in favour of standard time provided they would not lose the half hour which they now got. The point really now was whether, if they altered the time, they would secure the extra half hour in the morning. There were good many of them who thought that would not be the case. (Hear, hear.)

Colonel H. D. Olivier, R. E., said he thought at the last meeting of the Chamber on this subject Mr. Cuffe refused to have anything to do with zone time. But he seemed now to have changed his mind—as, of course, he had a right to do. Mr. Cuffe said competition might result in some offices opening at 10-0 instead of 10-30. Well, he asked, why did not some offices open now at half-past nine? (Applause). People seemed to think that if they altered to standard time they would alter the time the sun went by. They would do nothing of the sort. The sun would get up at just the same time. If they opened and shut the same length of time from the rising and setting of the sun he did not see what they would lose. He quite agreed with Mr. Dunlop that they would lose if the half hour in the morning were cut; but he did not think there was any fear of that. They must remember that Bombay was a very small part of India. He had lived a great deal of his time in the mofussil and he never found any difficulty with the clerks and other employés in regard to office hours there. People seemed to think it was the sporting thing to do to live and work according to the sun. But as a matter of fact even with "sun time" they were never exactly right according to the sun for more than four days in the year. It had been mentioned that one time was in use for both the east and west of England. But in Ireland they had local time, and Carrickfergus was one minute different

from Belfast. That was pointed out to an Irishman and he was asked why they did not abolish the distinction. He said: Sure think what a bill there would be for gas! (Laughter.). He thought the arguments they had heard in this case against standard time for India were very much on a par with the Irishman's about the gas. (Hear, hear, and laughter.)

Mr. H. E. Procter said at the last meeting of the Chamber he was in favour of adopting standard time and altering office hours if they found it desirable. Later on there was a strong feeling in favour of standard time, provided that the half hour in the morning was not lost. The Committee knew of that feeling perfectly well, and he was rather surprised that they did not take cognisance of that when the notice convening the meeting was framed But as the resolution stood it covered everything, and he did not think they would lose the half hour by passing it. He would ask them to adopt it, and if they afterwards found it desirable to alter the business hours they could do so.

The Chairman said the resolution was never placed before the Committee.

A member thought Karachi had been experiencing difficulties, because they in Bombay had not fallen in with them.

Mr. W. E. Crum said he entirely agreed with the views put forward by Colonel Olivier. If they were going to compete so keenly, why did not some offices open half an hour earlier than others now?

THE PROPOSITION WAS THEN PUT TO THE VOTE AND CARRIED BY 51 VOTES TO 16 AMID APPLAUSE.

CHAMBER of COMMERCE,
BOMBAY, 31st August 1905.

The SECRETARY to GOVERNMENT, GENERAL DEPARTMENT, Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to inform you that at a General Meeting of the Members held on the 30th instant the following Resolution was adopted, *viz.*:—"That this Chamber is in favour of the adoption of Standard "Time in Bombay, and that a copy of this Resolution be communicated "to the Government of Bombay." The votes recorded were 16 against, and 51 for Standard Time.—I have, etc.,

C. H. ARMSTRONG, Chairman.
J. B. LESLIE-ROGERS, Secretary.

No. 21061 of 1905-06.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 6th October 1905.

The CHAIRMAN, CHAMBER of COMMERCE.

SIR,—A number of the local bodies in Bombay having now declared themselves in favour of the introduction into the City of Bombay of the system of Standard Time, and the Municipal Corporation having yesterday decided that their approval of the system should be communicated to Government, it appears to me that the time has come when it is desirable to consider and if possible decide on a date from which the proposed change should take effect.

I have accordingly the honour to enquire whether it will be convenient for you to be present at a meeting to be held in the Municipal Hall on Wednesday next, at 5-30 p. m. for the consideration of this question.—I have, etc.,

W. D. SHEPPARD, Muncpl. Commr. for the City of Bombay.

CHAMBER of COMMERCE,
BOMBAY, 10th October 1905.

W. D. SHEPPARD, ESQ., I.C.S.,
MUNICIPAL COMMISSIONER for the CITY of BOMBAY.

Your Letter No. 21061 of 6th October 1905.

SIR,—I am instructed by the Chairman to say that he will be pleased to attend the meeting at the Municipal Hall to-morrow (Wednesday) to consider the introduction of Standard Time into Bombay; but at the same time he desires me to mention that owing to other urgent engagements he would prefer if it could conveniently be arranged to have the meeting at 5-45 instead of 5-30 p.m.

Further, he would be greatly obliged if you would kindly give him timely intimation, should any alteration be made in the date of the meeting.—I have, etc.,

J. B. LESLIE-ROGERS, Secretary.

APPENDIX M.

THE HON'BLE MR. HEWETT'S VISIT TO THE CHAMBER.

The Hon'ble Mr. J. P. Hewett, C.S.I., Member of Council for the Department of Commerce and Industry, India, visited the Bombay Chamber of Commerce on the 26th July 1905. At the reception by

the Committee of the Chamber an interesting interchange of views took place that will undoubtedly give a stimulus to the commercial prosperity of this Presidency.

The Hon'ble Mr. C. H. Armstrong, Chairman of the Chamber, in opening the meeting, said :—I think, gentlemen, I may say that we are very pleased to see the Hon'ble Mr. Hewett again in Bombay, for we feel that much good has resulted from his last visit and from the recent conference of Chambers of Commerce in Calcutta in which he took so much interest. We discussed many important matters at this Conference and most of them have received careful consideration by the Government of India, which is very satisfactory. On the present occasion we have not perhaps very much to bring forward, but there are a few points to which I would like to draw attention. We are very pleased with the good work which is proceeding on the **Nagda-Muttra Railway** and we hope this line will be pushed on vigorously, for on the completion of our new Docks, we wish to have satisfactory communication with all parts of the country, and this line will give us a short run through new country to Northern India. We are glad also to note the apparent intention of Government to spend freely on railway construction, a policy which will always be approved by this Chamber. The railways of this country are now a valuable asset to Government, and although a good deal may have to be spent the next few years on frontier lines for military purposes, it is to be hoped that Government will push on vigorously with work that will develop the country and benefit commerce by linking up trunk systems and by adding feeder lines wherever they seem to be needed. We are pleased also at the announcement that has just been made reducing the rate for private foreign messages to Europe from 1st August to 2s. a word, and we recognise as a great boon the improvement in the deferred message system in this country by which, including the address, ten words can now be sent for four annas. The question of Civil Justice in the Mofussil is, I understand, under the consideration of Government, and if means can be found to expedite commercial causes in the districts we shall be glad. Just lately we have addressed Government on the question of "**Running Agreements**" with native seamen. Although for eight years we were permitted in Bombay to break the law by being allowed to make agreements for six months from date to the great convenience of shipping we are now compelled to submit to the provision that all agreements must expire on 30th June and 31st December. This, at the end of last month, seems to

have caused considerable inconvenience, and as I think it is obvious that it cannot be advisable in a port like Bombay that all agreements should expire at a fixed date, I hope Government will deal with the matter promptly, so that a serious difficulty may not arise. On the question of **Octroi** we have lately been addressed by the cloth merchants of Poona and Delhi complaining of the high rates now charged. We have not so far taken action in the matter, but if it should appear later on that the tax on articles of commerce is being enhanced whilst other sources of revenue are left untouched, I think we should have cause to grumble. The rather clumsy method under which Octroi Refund Receipts are granted in many places is a matter to which we would ask the attention of Government. The system that prevails at Jubbulpore which, I believe, was inaugurated when you, sir, were Chief Commissioner of the Central Provinces, is very satisfactory, and we should be glad to see this system extended to other places. The compulsory **Registration of Partnerships** is a matter in which we are much interested, and if you can inform us as to how matters now stand we shall be obliged. The arrangements for an **Imperial Custom Service** are, I hope, progressing satisfactorily. The question of the **marking of foreign made goods** with the country of origin was raised by this Chamber at the Calcutta Conference, and I shall be glad if Government have considered this matter favourably. Although **agriculture** does not come directly under the head of industry and commerce, I would refer to the question for a few moments as we merchants depend on agriculture for our trade and are naturally very much concerned in its welfare. We shall watch with interest the steps which Government are about to take to improve the cotton grown on this side of India, as this is a very important commodity for Bombay. As regards **ground-nuts** we rather despair of getting the trade back again but we are still in correspondence with our Government on the subject, and as experiments with foreign seeds in Southern India have been successful, we must hope that efforts on a larger scale may shortly be made on this side of India. We cannot regard with equanimity our present position, an export in 1902-03 of only 2,890 tons against 78,488 in 1894-95. The annual grant of 20 lakhs by the Government of India amongst the local administration for the encouragement of **agricultural research**, we are very glad to note and we hope it may not be long before experiments are made below the Ghauts in such things as manioc, rubbers of many sorts, camphor, vanilla, spices of various kinds and Bengal jute. These, sir, are all the remarks I

have to offer, and if, before you reply, we can give you any information on the points I have raised or on any other matter, we shall be only too glad.

MR. HEWETT'S REPLY.

An interesting discussion then took place, after which the Hon'ble Mr. Hewett replied as follows :—I am very pleased to find that you consider that visits such as I made to Bombay in February last and am repeating at the present time are likely to be productive of good. And I can assure you from my own personal point of view I cannot help feeling that each opportunity that I have of learning more of local conditions and local needs serves to equip me better for carrying on the office which I have the honour to occupy. I hope that I shall be able to repeat my present visit again in the cold weather. It is particularly pleasing to find here, as I found at Karachi, that the mercantile community has, at the present moment, few complaints to make regarding the action of Government. As I explained in speaking to the Chamber of Commerce at Karachi, one of the main concerns of the department must be to endeavour to secure continuous attention to be paid to the interests of the mercantile community in our regulations about the administration of the Railways, Post Offices, Telegraphs and Customs, which are the four main branches of business with which you are directly concerned. I am very glad to hear that you are satisfied with what the Government is now doing as regards the prosecution of the **Nagda-Muttra Railway.** The Government of India are anxious to finish this line with the greatest possible despatch. You know that the grant of Rs. 25,00,000 (twenty-five lakhs) which had been made originally towards the construction of the line in the current year, has been very materially increased since. The difficulty of providing as much money as we should wish for new lines is that our resources for raising loans from which railway construction and maintenance and irrigation projects have to be met are limited. The amount of capital which the Government of India can raise annually in rupees in this country is estimated at about four crores and the financial authorities at the India Office have always been adverse from raising in London more than a certain amount in gold each year. The Government of India have to set aside out of the money raised by loan funds for irrigation projects (the sum which they propose to spend from loan funds is about 1¼ crores a year) for expenditure on rolling stock and

other requirements of open lines, and for finishing the lines which have already been started. When they come to allot money for entirely new lines they find that their resources are very inadequate for the execution of the projects which they consider desirable. However, now that it has been placed beyond doubt that irrigation or railway projects may be expected to be generally remunerative I hope that means may be devised for raising more capital in the London market for railway extension and that the Government of India may thus be enabled to push on their programme for the further development of the railway system in India. The question of **running agreements** involves some rather intricate matters of detail of law and practice. I may say that from what I have heard here I have come to the conclusion that the law does cause inconvenience, and I shall be glad to discuss the question further with the Superintendent of the P. and O. S. N. Company, and the Agent of the B. I. S. N. Company. I gather that the questions which you refer to in regard to **Octroi administration** are of two kinds. The one relating to the rates of Octroi charged and the other to the manner in which refunds are granted on goods exported from a Municipality after the payment of Octroi. Possibly the first complaint relates to a Resolution passed by the Government of India (I think in the Home Department) some time ago allowing Municipalities to revert to the higher rates on certain articles. These were reduced 4 or 5 years ago with the result that the reduction was found to cripple a large number of Municipalities, and on reconsidering the matter the Government of India determined to permit the old limit of taxation to be reverted to. If you have not got the papers relating to this matter in the Chamber's office I have no doubt that they could be obtained from the Bombay Government. I gather that the complaint regarding the method in which refunds of Octroi are granted applies mainly to Municipalities in the Central Provinces only. I think that the best course you could adopt would be to address the Chief Commissioner pointing out the places in which inconvenience is caused and asking that if possible the system adopted at Jubbulpore, for which I don't think that I was responsible, but which I am glad to hear is appreciated by the mercantile community should be adopted elsewhere. You are aware, sir, that the compulsory **registration of partnerships** raises in other parts of India a difficult question which is not felt so much on this side of the Continent, namely, the regulation of registration in cases in which

business is transacted by a Hindoo joint family. After the Conference of the Chambers of Commerce at Calcutta we had an informal meeting at which Mr. Richards and myself as well as Mr. Cable, the Advocate-General of Bengal, and Mr. Robinson, the barrister who drafted the Bill, were present. We were in hopes that we should have the advantage of the advice of a Bengali gentleman engaged in business who is thoroughly familiar with the working of the Hindu joint family system. But, unfortunately that gentleman was too unwell to attend and we had to do the best we could without him. We had a sort of preliminary discussion, and found that there were certain difficulties in the Bill as drafted. The Advocate-General, Mr. Cable and Mr. Robinson were asked to consider them. We propose that after the Government of India returns to Calcutta in the cold weather, we should resume our discussion of the Bill. We hope then to have the advantage of being able to get the advice of the Bengali gentleman to whom I have already referred. I am afraid that the question is one of the considerable difficulty and that it is impossible to make any promise at the present time that legislation will be found possible. I think I may say that the arrangements with regard to the **Customs Service** are progressing and we are still in correspondence with the Secretary of State as to the rates of pay, and there will be some little time before the sanction is received. I am able to say that the question as regards **foreign goods being marked with the countries of origin** has been favourably considered by the Government of India, and I hope that we shall be able to issue instructions which will modify the present requirements that foreign-made goods must be marked with the country of origin, and rules that some general mark such as "Foreign Make" may be accepted by the Customs authorities as sufficient. Although **agriculture** does not come directly under the business allotted to the Department of Commerce and Industry, I am greatly interested in anything that can be done to improve the quality and quantity of the agricultural produce in the country. I hope that the experiments which are being conducted in many parts of India in the cultivation of cotton will be successful in effecting considerable improvement in the quality of the product. I may say that I share the regret expressed by the Committee as to the decline in the export of **ground-nuts** within the past 10 years and am prepared to do all I can to advance the experiments in the cultivation of ground-nuts which you are anxious should be conducted. I will also do anything I can to support your proposals for ex-

periments in cultivation of the articles of forest produce to which you refer. I am tempted, gentlemen, before I conclude, and I hope you will not resent my temptation, to refer to the thorny matter of the **Bombay Time**. I may explain that I have come here on no mission to convert you from the view which a majority of you have, I understand, already expressed to adhere to local time, but one or two observations which have been made since I came here induce me to advert to the subject. I was asked in the first place, whether the Government of India would agree to the adoption of the zone system in India. Well, the answer to that question is "No." With the circular that the Government of India had issued in July, 1904, on the subject of **Standard Time** was forwarded a Note upon the subject of Zone Time, and in that Note the reasons why Zone Time should not be adopted were very clearly set out. Another point which has been suggested to me is that the Government of India should intervene and declare that Standard Time should be adopted all over India. In the circular to which I have already referred the Government of India were careful to say that they thought that the question of adoption of Standard Time was one which should be left to the local communities to decide. I feel sure, you will agree with me, that the previous experience in Bombay would hardly justify the Government of India in venturing to try and force a particular form of time upon the local community. The matter must, in the opinion of the Government of India, be left entirely to the decision of Bombay itself. I have just come from Karachi, where, as you know, Standard Time has been adopted. There the difference was of 62 minutes. According to the Standard Time, although the dinner parties were fixed for 9 or 9-30, I found—speaking as an outsider—that there was not so much inconvenince as I expected, and I dare say that if you change your mind and adopt Standard Time here, you will find that the inconvenience is less than you are disposed to anticipate. I may perhaps mention that the Karachi people find a difficulty in their adoption of Standard Time in the fact that the banks are opened half an hour before the banks open here, and consequently, the first half hour of the work in their banks is wasted. They would, no doubt, be grateful to you if you could remove this inconvenience by adopting the time system which they have adopted.

After some further discussion the Chairman moved and the Members concurred in a cordial vote of thanks to Mr. Hewett for his very interesting address.

APPENDIX N-1.

AGRICULTURAL AND KINDRED IMPROVEMENTS IN THE BOMBAY PRESIDENCY.

CHAMBER OF COMMERCE,

BOMBAY, 19th October 1905.

THE DIRECTOR OF LAND RECORDS AND AGRICULTURE, BOMBAY,

Poona.

Sir,—I am directed by the Committee of the Bombay Chamber of Commerce to lay before you for the favourable consideration of Government, certain proposals for the cultivation and exploitation of the forest products of this country ; a subject that can hardly be said to have hitherto received the serious attention it deserves. Owing, to the generally slow growth of many of the Commerce yielding trees, and the large capital necessarily required, private individuals cannot be expected to entertain enterprises of such nature ; and it is therefore felt that it is the duty of the Government in a tropical country like India to assume the responsibility of providing for the Empire's present and future wants in the direction indicated. The Committee of the Chamber are of opinion that much might be attained by the establishment, under expert official control, of extensive Government plantations in suitable localities all over the country, but more especially along the West coast, and on the hills and table lands of Southern India. A comparatively long list of plants and trees might be submitted for this purpose, but my Committee consider that plantations of a few of the most important would suffice at present to inaugurate the policy they strongly advocate regarding the commercial development of India's forest produce.

My Committee have at present given their serious attention to the two valuable products of Rubber and Camphor. The unprecedented use of these by European Manufacturers of late, demand an almost inexhaustible supply of the raw material. It is generally acknowledged that the natural sources of supply have already been over-exploited, and it is therefore believed the time has now come when these commodities might be produced on a more practical and scientific basis, as is done in the matter of tea, coffee, cinchona and other commercial products of like nature. My Committee are of opinion

that all, or some at least, of the following varieties of Rubber and Camphor might be generally cultivated with great advantage to both the Commerce and Revenue of the country.

INDIGENOUS RUBBERS.

(1) *Ficus Elastica*, vernacular, Bar, the *Caoutchouc* tree of Assam. Experiments have already proved that the tree grows well not only in Assam, but also in Malabar, Belgaum and other localities in Southern India, and there is every reason to believe that it would thrive as well along the lower hills of the Western Ghauts. It is easily propagated by seed and cuttings, and also as an epiphyte in the forks of other forest trees. It has been calculated that an acre planted with *Ficus Elastica* will give about four times as much revenue as an acre planted with first class timber trees, and that a rubber tree of say 50 years is equal in value to any two other forest trees of the same age.

(2) *Artocarpus integrifolia*, the common Jack-fruit tree, vernacular, Katol, Panas (Hindi),—Phanas (Bombay), Pila (Tamil). This tree is indigenous in the forests of the Western Ghauts. If cultivated in plantations both the fruit and the rubber extract would find very remunerative Markets.

(3) There are several species of *Carissa* that produce good rubber. One of these, *Carissa Suavissima*, is found wild as a lofty climber in many parts of the Deccan Peninsula.

(4) *Cryptostegia Grandiflora* is an extensive climber growing semi-wild in Western Ghauts and adjacent plains. It is easily propagated and is said to produce "a very firm and superior rubber."

(5) India possesses fifteen species of *Gutta-percha*, but only four are actual natives of the country. Of these four the most important is *Dichopsis Elliptica*, vernacular, Punchoti Palu (Bombay) and (Tamil), Punchouta (Kanarese). This is a large tree extending from Bombay to Kanara and ascending to an altitude of 4,000 feet and is also common in all the moist sholas of the Western Ghauts, Wynaad and Travancore.

EXOTIC RUBBER.

Of the many foreign varieties of rubber-yielding trees, the four following hold out the greatest promise of success in Western and Southern India :—

(1) *Castilloa Elastica* from Central America. Grows in all temperatures above 60° Faht., and from sea level to altitudes

of 1,500 feet. It is a rapid grower and an extremely hardy tree, thriving equally well in both dry and rainy regions. It is believed that many localities in the Wynaad and along the Western slopes of the Ghauts and parts of the Konkan would admirably suit the *Castilloa.*

(2) *Para Rubber tree: Hevea Brasiliensis.* This requires an equable climate of between 80° to 95° Faht., a moist rich soil, and not more than 80 to 100 feet above sea level. Sir Deitrich Brandis, late Director-General of Forests in India, wrote—

"We may conclude that Kanara, Malabar and Travancore "offer the desired conditions as regards temperature for "the successful cultivation of this caoutchouc yielding "species of *Hevea.* I would specially draw the attention "of Forest Officers in this respect to the moist evergreen "forests at the foot of the Coorg Ghauts and in Kanara."

It has lately been found that the bulk of para-rubber is mixed with the latex of *Sapium ancuparium* (the admixture it is said amounts to nearly 40 per cent.), a tree that thrives in the same soil and climate as the *Hevea, Brasiliensis.* It might therefore be also grown to advantage in similar localities.

(3) The *Coara Rubber* tree of Brazil, *Manihot Glaziovii.*—This species thrives well in a temperature between 82° and 85° Faht., and from sea level to an altitude of nearly 3,000 feet. It is not affected by a dry arid climate provided there are periodical rains such as our monsoons. It is the hardiest of its species, and extremely adaptable to varied conditions of soil and climate. It grows well in Ceylon, and has also succeeded in Madras, and over the Malabar and Wynaad Districts, and also in the vicinity of Calicut. This tree is known to thrive in Bombay itself, and a good specimen may be seen in the University Gardens. There is every reason to conclude that the Western Slopes of the Ghauts and the plains of the Konkan are admirably suited to its cultivation.

(4) *Bichopsis gutta.*—This is a native of Malacca, but can be acclimatised wherever the indigenous variety *D. Elliptica* grows in India; and it is said to produce the best quality of Gutta-percha.

The land area under Rubber Trees of all kinds in Ceylon on the 1st July 1905 is shown to be 39,140 acres.

A very large percentage of these trees are still immature and have therefore not been tapped for rubber, yet a very gratifying yield is shown in the following figures :—

1903 = 44,798 lbs. ; 1904 = 77,212 lbs. and 1905 approximately 91,546 lbs. Attention may here be drawn to the fact that Ceylon rubber, which was almost unknown a few years ago, now holds the premier position in the London rubber market as regards price, realising as much as 6s. to 7s. per pound.

With the Ceylon acreage we may instructively contrast the latest figures from other Eastern lands, given in the report of the United Planters' Association of the Straits for 1904 :—

Malay Peninsula	30,000	Acres.
Java	5,000	,,
India and Burma...	5,000	,,
	40,000	Acres.

Thus it will be observed that Ceylon by itself has an acreage equal to that of all other Eastern producing countries together, and India practically comes last on the list ; a position that does not reflect credit on the agricultural enterprise of the Indian Government.

CAMPHOR.

Definite information is not available regarding previous experiments made to introduce the cultivation and manufacture of Camphor into India. But that some such experiments had been undertaken is evident from the number of flourishing Chinese camphor trees that may be seen in certain parts of the country. It is therefore reasonable to suppose that instead of yearly importing over sixteen lakhs of rupees worth of China and Japan Camphor, India might itself be made a source of supply. There is a reason to believe that if extended experiments were made, not only could the China Camphor tree be easily re-introduced, but that indigenous varieties of Camphor yielding plants might also be successfully cultivated. The following suggest themselves for trial :—

(1) The *Camphor Laurel, Cinnamonum Camphora,* which species produces the bulk of the camphor exported from China, Japan and Formosa. This tree it appears was first brought over to

India about the year 1844 by Dr. Fortune, when he also introduced the tea plant and vegetable tallow tree from China. His experiments proved successful in the above three products in the districts of Dehra Dun and Kumaon in the Himalayas, at elevations of from 2,000 to 4,000 feet above sea level. All three have since become thoroughly acclimatised, and to this day besides extensive tea plantations, flourishing groves of Tallow and Camphor trees may be seen in the Dun. A specimen of this tree may also be seen in the Empress Gardens, Poona. There appears to be no cogent reason why large plantations of the useful China laurel should not be undertaken along the lower Himalayas and the higher reaches of the Western Ghauts and plateaux of Mysore.

(2) There are many species of *Blumeas*, which yield Camphor, and are indigenous to this country. *Blumea Balsamifera* is common not only in China and Burma, but throughout the Eastern Himalayas ranging from 1,000 to 4,000 feet. This species produces the well-known Ngai Camphor of Burma.

Blumea Lacera grows as a weed throughout the plains of India to Travancore, and ascends to 2,000 feet in the Himalayas. *Blumea Eriantha* often mistaken for Blumea Lacera is a common plant on the western coast of the Bombay Presidency, and is known to the natives as Kakronda. But the vernacular name of Bhamburda is commonly applied to all Blumeas on the Bombay side.

From the above notes it would appear that the extended cultivation and manufacture of Blumea and China laurel camphors would be highly desirable, while rubber cultivation promises even still more remunerative results. But the comparatively long time that would have to lapse before such products could successfully be placed on a commercial basis, would as stated before preclude private individuals from taking up enterprises of such magnitude. The cultivation of such forest products, at least in their initiatory stages, is therefore felt to be essentially an undertaking for Government in its Forest and Agricultural Departments. When we look at the extraordinary success of tea, coffee, and cinchona plantations, all originally fostered by the Indian Government, there can be no reasonable doubt as to the beneficial effects that would follow similar Official experiments in these other commodities now recommended as peculiarly suitable to the climatic and other favourable conditions prevailing in India.

OTHER COUNTRY PRODUCTS.

My Committee also desire to take this opportunity of drawing the attention of Government to the following additional products which, in their opinion, might be systematically exploited to the advantage of Western and Southern India:—

(*a*) *Cassava-Mannihot Utilissima* which produces the well-known Tapioca of Commerce. Originally a native of South America it has long since been acclimatised in India, and is largely cultivated in the south, and also in Assam and Bengal. It grows in almost any soil and requires very little cultivation. It is pre-eminently a drought-resisting crop requiring only about 15 inches of rain for perfect development. It could therefore be successfully grown in famine years when there was a deficiency in the rain-fall. It is suggested that Government might offer some substantial inducements to native growers, and also establish independent plantations of their own for purposes of demonstrations. Here selected varieties, suitable to the climate of Southern India, might be introduced from South America.

(*b*) *Prickly Pear—Opuntea Dillenii*, vernacular Nag Phun. An excellent fodder for cattle. Experiments having proved that cattle will readily devour it if the thorns are extracted and it is chopped up into small pieces. As it grows wild in great profusion all over Southern India, it would be invaluable in saving cattle in times of famine. It is suggested that Government might send round experienced native subordinates to demonstrate the use of the Prickly Pear to villagers in every district.

(*c*) *Gum.* There are numerous kinds in India whose commercial value is undoubted, but it is here desired to especially recommend one variety for further exploitation, *viz.*, the Jingan Gum, a product of the Jingan tree, *Odina Wodier*. A large deciduous tree 40 or 50 feet in height, met with throughout the hotter parts of India. This gum possesses about three-fourths of the viscosity of gum Arabic and has been very favourably reported on in the London Market. The bark is used in parts of India for tanning and as a dye, and a decoction made from it together with the gum is used medicinally.

(*d*) *Nitro-Culture* Experiments in inoculating soil with Nitrogen-fixing bacteria have proved so successfully in America in the case of leguminous crops, that it is considered advisable that similar experi-

ments should be undertaken on a large scale in this country with such pulses as Moth or Urd, *Phascolus Aconitifolus*, Mung, *Phascolus Mungo*, Gram or Chick Pea, *Cicer Arictinum*, Dal or Cadjan Pea, *Cajanus Indicus*, and Muttar or Field Pea, *Pisum Arvense*.

(*e*) *Fruit Culture and Preservation.* There is a vast field open for the improvement of all kinds of Indian Fruit. The reduction or entire elimination of seed offers openings for various experiments in this direction. A comparatively seedless mango for example would be much appreciated. The recently discovered method of preserving fruit in vacuum tins lends itself to transportation of fruit throughout India as well as to Foreign Markets.

(*f*) And lastly it is believed that Vanilla, Cardamums, Nutmegs, Pepper and Cloves would all thrive in this part of the country. Vanilla for instance is proved to grow well in Bombay. Plants bearing beans may be seen both in the Victoria Gardens and on Malabar Hill. These it is suggested might be tried in the experimental gardens previously advocated in the Konkan and along the Western Ghauts.

In conclusion, my Committee would be obliged by your communicating to them the results of any successful Agricultural experiments that may be available from time to time as they would be very pleased to disseminate all such information among the commercial community of this Presidency.—I have, etc.,

J. B. LESLIE-ROGERS, Secretary.

No. A-8591 of 1905.

POONA, 28th November 1905.

To the SECRETARY to the CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter dated October 19th, and to state that the numerous and important suggestions which you make are receiving the consideration of the Department.—I have, etc.,

H. S. LAWRENCE,
Director, Land Records and Agriculture, Bombay.

APPENDIX N-2.

GROUND-NUT CULTIVATION.

CHAMBER OF COMMERCE,

BOMBAY, 14th July 1905.

The DIRECTOR of LAND RECORDS and AGRICULTURE, Bombay, Poona.

SIR,—The Bombay Chamber of Commerce are much concerned at the marked and steady decline in recent years in the exports of ground-nuts from this Presidency. The largest export took place in the year 1894-95, when 78,488 tons were despatched to foreign ports from Bombay alone. Since then the figures have rapidly fallen to 2,890 tons during 1902-03, and at this moment this once important trade may be considered as practically extinct.

The Committee of the Chamber addressed your Department on the above subject, in the first instance on the 21st December 1900, and subsequently on the 31st January 1901, 17th October 1901, 17th January 1902 and lastly on the 4th May 1903. The contents of the above communications show that the Committee viewed with alarm the gradual failure of the ground-nut crop, which they believed was due to a considerable extent to the degeneration of the seed and the expediency of importing a new and better quality of Mozambique and Senegambia seed was advocated, with the suggestion that these seeds should be largely distributed in the Districts that originally so successfully produced the crop. It was pointed out that fresh imported seed yielded from 5 to 6 per cent. more oil than the indigenous variety; and the advisability was suggested of importing and distributing such seed as had already succeeded, rather than waiting the results of further experiments, which may possibly discover some other seed of only slightly better quality. Further on two separate occasions, the Committee conveyed to Government offers made by Messrs. Ralli Brothers of Bombay to import any quantity of Mozambique and Senegambia seed that may be needed for purposes of distribution.

In reply to these various communications my Committee were informed that your Department had already distributed some seed,

but that you were still inclined to put off the importation and distribution of large quantities till the results of other foreign varieties under trial were definitely known ; and that it was considered necessary before proceeding further to thoroughly study the injurious "Tika," disease and find some real remedy for it. And you attributed the decline of the ground-nut trade not only to disease and to exhaustion of the soil, but also to the restricted areas and reduced outturn consequent upon unfavourable seasons, and the large use of ground-nuts in the manufacture of oil for local consumption.

All this valuable information has deeply interested the Chamber in the successful cultivation of so important a commodity, and my Committee are of opinion that with some fostering care the former flourishing trade might still be revived and even surpassed in the near future. I have therefore been instructed to approach you again on the subject, and to renew the offer of Messrs. Ralli Brothers to import any quantity of foreign seed that may be considered necessary for general distribution to village cultivators.

In conclusion, my Committee would be greatly obliged if you would be so good as to furnish them with any information regarding the present condition and future prospects of the crop, the results of more recent experiments by your Department, and the views of Government on the question of further encouraging the extension of ground-nut cultivation in the Bombay Presidency and other suitable localities in Southern India.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

No. A-3365 of 1905.

POONA, 25th July 1905.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated 14th instant, I have the honour to inform you that I am again consulting the Agricultural experts of this Department and will forward to you a further communication at a later date.—I have, &c.,

H. S. LAWRENCE,

Director, Land Records and Agriculture.

APPENDIX N-3.

ADULTERATION OF WHEAT.

No. 4757—4762—159—2.

GOVERNMENT of INDIA,
DEPARTMENT of COMMERCE and INDUSTRY,
(COMMERCE and TRADE),
SIMLA, the 5th September 1905.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to the accompanying copy of a despatch, and its enclosure, received from the Right Honourable the Secretary of State for India, No. 104 (Revenue), dated the 7th July 1905, I am to request that the Government of India may be favoured with an expression of the views of your Chamber in regard to the question raised. The matter has on several occasions received the careful consideration of the Government of India; and in this connection a reference is invited to the volume entitled "The Indian Wheat Trade" published by the Department of Revenue and Agriculture in 1893, and to paragraphs 376 to 387 of Dr. J. A. Voelcker's "Report on the Improvement of Indian Agriculture." The rapidly growing importance of the export trade in wheat has again directed attention to the question; and the Government of India would be glad to learn whether, in the opinion of the merchants affected, any practicable action can be taken with the object of preventing the adulteration of grain exported from India.

2. It would appear that, apart from the operation of defects in the processes of cultivation, threshing, winnowing, sifting and storage, the middleman is responsible for the deliberate introduction of impurities into the bulk of the wheat exported; and I am to enquire whether, in the opinion of your Chamber, it will be possible to alter the custom of the trade in this respect.

3. The Government of India are at present disposed to think that the attitude of the English corn dealers may be to a great extent responsible for the systematic adulteration of wheat before it leaves India, and it is probable that the evil to which the Flour Mills Association refer would disappear if the home buyers purchased Indian wheat on a basis of one or two per cent. refraction. Under

the existing system, they refuse to pay a higher price for clean wheat, and the Indian dealer, therefore, garbles the grain before shipment by introducing impurities up to the maximum percentage of refraction admissible. Several of the large English millers are, it is understood, interested in the maintenance of this custom. It is possible that considerable improvement could be effected if the home dealers were authoritatively informed that there would be no difficulty in supplying clean wheat on a basis of 2, or even 1, per cent. refraction, if the Home demand for the improved quality were sufficiently large and constant.—I have, &c.,

J. CAMPBELL,
Under-Secretary to the Government of India.

REVENUE, No. 104.

INDIA OFFICE, LONDON, 7th July 1906.

To HIS EXCELLENCY THE RIGHT HONOURABLE THE GOVERNOR-GENERAL OF INDIA IN COUNCIL.

MY LORD,—I forward for the consideration of Your Excellency's Government a copy of a letter which I have received from the Honorary Secretary of the Nottinghamshire and Derbyshire Flour Mills Association regarding the admixture of sand and other foreign matter with Indian wheats especially with those shipped from Karachi.

2. I shall be glad to learn in due course your conclusions on the matter, and to be informed whether you consider that any measures can be devised with the co-operation of the commercial community for the improvement of purity of Indian wheat exported to foreign countries by sea.—I have, &c.,

(Sd.) ST. JOHN BRODRICK.

The NOTTINGHAMSHIRE and DERBYSHIRE FLOUR MILLERS' ASSOCIATION.

OFFICES: GUARDIAN CHAMBERS, 4 BRIDLESMITH GATE, NOTTINGHAM.

June 21st, 1905.

To the SECRETARY of STATE for INDIA,
The RT. HON. W. ST. JOHN BRODRICK.

Sand, &c., in Karachi Wheat.

SIR,—I am instructed by the Committee of the above Association to call your attention to the admixture of sand in the Indian wheats,

especially in those shipped from Karachi. The so-called "Choice White Karachi" wheats have yielded 3 per cent. of pure sand during the last season, besides other foreign matter, such as barley.

2. The shipments of wheat from Karachi during 1904 were 1¼ million tons, and a normal freight to Hull, to which port 25 per cent. of these total shipments were sent, is 15*s.* per ton. These figures give some idea of the money paid as freight on sand, which, so far as we can ascertain, has no commercial value whatever in this country. Apart from the serious loss to the Indian farmer, who must in reality pay this cost, there is a further loss to the Inland Miller in this country on the freight from the port to his Mill.

3. Considering the loss sustained both to India and this country through the shipment of sand as wheat, my Committee would be glad if you could see your way to recommend such measures as would effectually check the shipment annually of such large quantities of sand mixed with the Indian wheats.

On behalf of the Committee.—I am, &c.,

(Sd.) ROBT. HUTCHINSON, Jr.,
Honorary Secretary.

Nos. 5476/5481-87-4.

GOVERNMENT OF INDIA,
DEPARTMENT of COMMERCE and INDUSTRY,
(COMMERCE and TRADE),
SIMLA, the 2nd October 1905.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—In continuation of my letter, No. 4757-4762-159-2, dated the 5th September 1905, I am directed to forward, for the information of the Chamber, a copy of a letter, dated the 1st September 1905, addressed by the Incorporated National Association of British and Irish Millers, to the Secretary in the Revenue and Statistics Department, India Office, on the subject of the admixture of foreign matter with wheat exported from India.—I have, etc.,

J. CAMPBELL,
Under-Secretary to the Government of India.

The INCORPORATED NATIONAL ASSOCIATION OF
BRITISH and IRISH MILLERS,
59, MARK LANE, E.C.,
LONDON, 1st September 1905.

The SECRETARY, REVENUE and STATISTICS DEPARTMENT,
The INDIA OFFICE, WHITEHALL S.W.

SIR,—We understand that representations have been addressed to you by the Nottingham and Derbyshire Flour Millers' Association and the Sheffield Rotherham and District Millers' Association, relative to the large amount of dust and extraneous matter which, during the past year especially, has been found in shipments of wheat from India, more particularly in the case of Karachi wheat.

This Association desires to support the appeal made to the Secretary of State for India, in the hope that some measures may be taken by the Department to mitigate the evil complained of. The presence of this dust, &c., is not only detrimental to the health of the workmen handling this wheat but is a source of loss to Millers using wheat of this description.

Any detailed information which this Association can supply in furtherance of the object in view will be willingly placed at your disposal.—I am, etc.,

(Sd.) HUGH M. SANDERSON,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 12th October 1905.

The UNDER-SECRETARY to the GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY, Simla.

SIR,—I have the honour to acknowledge receipt of your letter No. 4757-4762—159-2 C. & T., dated 5th ultimo, together with a copy of a despatch from the Right Honorable the Secretary of State for India, No. 104 (Revenue), dated 7th July 1905, as also your second letter No. 5476, dated 2nd October 1905, enclosing communication from the Incorporated National Association of British and Irish Millers, regarding the adulteration of wheat exported from India.

2. In reply I am directed to state that the Committee of the Bombay Chamber of Commerce are in complete accord with Govern-

ment in their desire to promote the purity and cleanliness of Indian wheat intended for the United Kingdom. My Committee have for years repeatedly urged a purer basis in all wheat transactions, and have maintained that if a higher standard was authoritatively adopted there would be no difficulty whatever in obtaining any quantity of clean wheat for the Home Market. In the opinion of my Committee the unsatisfactory condition in which Indian wheat is now placed on the English and Irish Markets is due entirely to the action of the home buyers who have hitherto refused, for reasons of their own, to differentiate in price between comparatively pure wheat and wheat with an acknowledged high percentage of impurities. The remedy is entirely in their hands, and the initiative must therefore be taken in England. It is felt that if a demand was made for purer wheat, and a proportionately better price paid for it, there would be no reason to fear that the requisite supply would not be forthcoming.

3. Experience has, however, shown that wheat cannot on the whole be procured in as clean a state in India as in Europe, America and Australia, (*a*) because the Indian farmer frequently sows wheat as a mixed crop. For instance in Northern India and Sind, wheat is often deliberately grown with barley, while in the Central Provinces it is mixed in the field with gram, peas, lentils, and other indigenous food grains. Consequently at the time of harvesting and threshing, it is impossible altogether to eliminate these foreign seeds from the wheat. (*b*) Further, when the crops are harvested, earth often adheres to the sheaves as they lie on the ground, and these are then placed on a mud floor and threshed out by cattle. As no machinery is ever used, the above two causes would alone be accountable for a considerable proportion of the dirt complained of.

4. Nevertheless, it is believed, wheat could be procured in Western India, *i. e.*, from the ports of Bombay and Karachi in a much purer state than it is at present, if it was agreed that it would be purchased in the United Kingdom, like most Oil-seeds, on a fixed basis of refraction, that is, with certain recognised percentages of dirt, and of grains, other than wheat. A fair basis for the above two items would be :—

(*a*) For dirt 4 per cent. with mutual allowances. For example, if the wheat contained only 2 or 3 per cent., the seller would benefit to the extent of 2 or 1 per cent., and *vice versa*. To protect the buyer against an excessive admix-

ture of dirt, anything over 6 per cent. should be penalised : the seller having to pay double allowance for all dirt in excess of the above percentage.

(*b*) Other grains, such as gram, peas, lentils, toora, &c., might be included in dirt as their percentage is comparatively inappreciable. But as regards barley found in the wheat, a 5 per cent. basis should be fixed with mutual allowances: the barley being calculated either way at half the value of wheat. In the interests of the buyer it should be stipulated that any excess of barley over 10 per cent. would be treated as dirt, though not necessarily penalised as in the case of dirt in wheat.

5. The above basis of refraction has long since been adopted with satisfaction by other European countries, which thus not only consistently obtain a very much cleaner wheat than the United Kingdom, but have also saved themselves all handling charges and Railway and Steamship freight on thousands of tons of extraneous matter annually. Representations on somewhat similar lines have, it is believed, been made from time to time by various sellers in England, but as the buyers showed no particular desire to pay the slightly higher prices for wheat thus treated, no practical results have hitherto followed the laudable attempts to establish a purer basis on behalf of Indian wheat.—I have, etc.,

C. H. ARMSTRONG, Chairman.
J. B. LESLIE-ROGERS, Secretary.

APPENDIX O-1.

MUSEUM AND PUBLIC LIBRARY FOR THE BOMBAY PRESIDENCY.

No. 3379 OF 1905.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 21st June 1905.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 4th August 1904, I am directed to forward herewith, for the information of the Chamber of Commerce, Bombay, copy of the report (with accompaniments) of

the Committee appointed in Government Resolution No. 2414, dated the 12th May 1904, to consider the question of a Public Museum and Library for Bombay and of a Resolution of this Government thereon, No. 3378 of this date.—I have, etc.,

J. SLADEN, Acting Secretary to Government.

Report of the Museum Committee appointed by Government Resolution, General Department, No. 2414, dated the 12th May 1904.

As an introduction to our report on the need for a Museum and Public Library in Bombay, the following brief account is given of the consideration which the subject has already received in recent years.

A Resolution was published in 1892 by the Government of India on the subject of better organization of museums with a view to the promotion of the trade and industries and particularly of the art industries of the country, which led to suggestions for the establishment of a museum of Indian Art for Bombay. This, it was suggested, could be established on Hornby Road in close proximity to the Sir Jamshedji Jijibhoy School of Art. The matter was reported upon at length by the then Principal of the School of Art, Mr. Griffiths. He estimated the cost at 3½ lakhs for building, ½ lakh for furniture and 1 lakh for the specimens, total 5 lakhs.

Government appear to have recognised the advantages of an art museum, but they looked to private donors to provide the buildings, and owing to financial exigencies they were not at the time in a position to burden themselves with the cost of furnishing and upkeep. Lord Harris referred to this scheme in his address when opening the Bombay Fine Art Exhibition of 1894, and he indicated that the idea was merely postponed until better times. At the same time a Trades Museum, as it was called, was also under consideration, Dr. MacDonald, the late Curator of the Victoria and Albert Museum, taking a great interest in the subject. But this idea, which was not received with favour by the Chamber of Commerce, appears to have been given up by Government.

In 1901 the Superintendent of the Archæological Survey, Mr. Cousens, moved Government in the matter of housing a small collection at Bijapur and for the construction in Poona of an office for him-

self which should provide room for housing a collection which he had gathered together there. He mentioned incidentally that there is much valuable material lying about the country, especially in the Southern Division, which ought to be brought to some place of safety before it is broken up for building material or carried off by curio hunters. He said that he has often had to leave valuable slabs lying in the fields for want of room to house them.

The correspondence and discussion which arose on this representation led to a suggestion to utilize the Town Hall in Bombay for a central antiquarian collection, it being first necessary however for the offices now occupying the building to vacate it. The Government of India on being addressed on this subject at once moved in the matter of the removal of the Military offices from the Town Hall. It is understood that new offices for the Military Department are to be built on what is known as the Old Saluting Battery site opposite the Sailors' Home. But it is evident that it must be two or three years at least before the space in the Town Hall will thus be made available.

As regards the collections, there are in Bombay imperfect and in some instances duplicate collections in the Natural History Society, the Anthropological Society, the Victoria Museum, the Asiatic Society and the School of Art Museum. There is no central theatre for the meetings of learned Societies and for the popularization of scientific subjects by means of lectures, which are of great practical value to education. There is no place where the natural products of the country can be seen under proper classification, and an immense field of usefulness is open in this direction.

From the outset therefore it appeared to us that we need not hesitate to consult the various literary and scientific institutions in Bombay and Government officers interested in the subject on which we have been invited to express our opinion.

The answers received to our enquiries enable us to reply with confidence to the first question addressed to us that the want of a central institution in the nature of a Museum and Library is much felt, and that its establishment will be welcomed, and that the support and encouragement of all concerned may be relied on.

It may be noted that the Municipal Corporation of Bombay has not yet sent a reply, but we do not think that this implies that the proposal will not meet with their approval.

We consider therefore that we are at liberty to discuss the scope of the proposed institution. This has been the subject of anxious consideration.

The replies received from the Natural History Society, the Art Society, the Anthropological Society, the Bombay Branch of the Royal Asiatic Society and the Chambers of Commerce of Bombay and Karachi deserve special notice, and in the following paragraphs we summarize briefly the suggestions which we think should be adopted.

We consider that the first efforts should be directed to providing a proper and suitable place where the valuable collections of works of art at the Sir J. J. School of Art, and other artistic objects now scattered about Bombay, and the archæological specimens which have already been brought together by Mr. Cousens can be accommodated and arranged. The subject of archæology offers a wide field for research in this Presidency.

It seems to us however that if Bombay is to have a museum worthy of the City and Presidency, it should not be confined to the comparatively small limits of a Museum of Arts and Archæology.

There should be combined with it a Museum for Science and Natural History. The main object however of both the Arts and Scientific branches should be educational, and we think that the collections should be chiefly representative of Western India.

The want of a spacious hall for public meetings, examinations and the like is generally admitted, and we think that with this museum should be combined a public reading room and library of a popular character.

An institution on these broad lines is capable of almost indefinite expansion, and it depends mainly upon the funds which are likely to be available how much can be undertaken either immediately or in future.

We are however strongly of opinion that an institution such as is above outlined should be the aim, and that to undertake anything on a smaller scale now on the score of expense would be a mistake which would ultimately be much regretted.

It is important to lay stress on the fact that the main portion of the museum as distinct from the public library should in our opinion be educational and not merely a collection of objects for the amusement of the curious. The structure for the Scientific Museum should

be so arranged that ample accommodation should be available on the ground floor for lectures and laboratories; and libraries of works of reference should be attached to each and every branch, distinct from a popular library.

For a museum of the kind above indicated the Crescent site appears to be a unique locality. We believe that a Central School of Science for the Bombay University has been for some years a desideratum, and it is thought that the scheme may be in some degree advanced by these proposals. The scientific museum with its lecture rooms will be situated in close proximity to the Elphinstone College and the University buildings. A site more conveniently situated it is impossible to secure. Our colleague, Mr. Burns, whose minute of January 1905 is among the papers attached to this report, is strongly in favour of the Arts Section being located in the compound of the School of Art. We admit that this would be convenient for the students of the School of Art, but the majority of the Committee think the advantages are outweighed by the objections, which are twofold. It would be a mistake to break up the museum and locate it in different portions of the city, and it would be equally a mistake to place a fine building in so small a space and in what we must regard as unsuitable surroundings.

The Art Museum, the Science Museum and the Public Library should be erected in three separate buildings, grouped together for architectural effect, but distinct in other respects. This design, though probably more costly than a single building, will most easily allow of provision for the necessary light and air—a most important consideration; it will be more in keeping with the locality than a single block of buildings, and it has the additional advantage of admitting the free passage of air to Rampart Row and the part of the Fort in rear of it. We specially mention this as the proposed arrangement of the structure will in great measure discount any objection that might be urged against the construction of buildings on this open space.

The initial cost of the museum for the buildings only, exclusive of furniture and fittings, will, it is estimated, be approximately 10 lakhs, namely, 4 lakhs for the central buildings for Art and Archæology and 3 lakhs each for the Science Museum and Public Library on either side. We think the central building should be the first undertaken, the ground at the same time being laid out as a garden, having in view the subsequent location of the two other edifices. We con-

sider that at least 5 lakhs should be secured, excluding the value of the site, before any building operations are undertaken.

After consulting the authorities of the Calcutta and Madras Museums, of which Government bear the entire cost of maintenance, we are respectfully of opinion that the maintenance of the Museum should be undertaken by Government, and in addition to the salaries of gazetted officers an annual recurring expenditure of Rs. 30,000 is the least that should be provided for at the outset. In Calcutta annual grants of Rs. 36,000 and Rs. 25,000 are made respectively for the Natural History Section and the Industrial Section, exclusive of the salaries of gazetted officers, and in Madras the annual cost amounts to Rs. 40,000 including the salary of a Superintendent only.

It is outside our province to suggest whence funds may be forthcoming for the buildings, but we think that the opening of a public subscription would not result in amounts being promised which would be of material assistance.

In conclusion we request instructions whether it is the desire of Government that this Committee should proceed further in the matter. We also venture to allude to the warm interest His Excellency the Governor has shown by the appointment of this Committee to report on the subject of a Museum and Public Library for Bombay, and to express a hope that the inception of a scheme for providing in Western India an institution worthy of the Presidency which is foremost in commercial, industrial and educational facilities will not be long delayed.

A plan showing the position of the proposed Museum and Library on the Crescent site and surrounding buildings and a copy of the opinions solicited and the information obtained regarding the Calcutta and Madras Museums are attached.

G. C. W. DUNN.
C. H. ARMSTRONG.
VITHALDAS DAMODHER THACKERSEY.
CECIL L. BURNS.
IBRAHIM RAHIMTOOLA.
PHEROZESHAH M. MEHTA.

Mr. H. M. Phipson approved of the terms of the report, but was unable to sign it as he had left India.

No. 5528 OF 1905.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 5th October 1905.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to my letter No. 3379, dated the 21st June 1905, I am directed to forward herewith, for the information of the Chamber of Commerce, Bombay, copy of a Resolution of this Government No. 5526 of this date on the report of the Committee appointed by them to consider the question of a Public Museum and Library for Bombay.—I have, etc.,

J. SLADEN, Acting Secy. to Govt.

No. 5526.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 5th October 1905.

Public Museum for Bombay.

Read again Government Resolution No. 3378, dated the 21st June 1905, placing the report of the Committee appointed by Government Resolution No. 2414, dated the 12th May 1904, to consider the question of a Public Museum and Library for Bombay on the Editors' Table, Bombay, and stating that Government are considering the report.

Memorandum from the Political Department, No. 169-P., dated the 25th August 1905:—

Transferring the following letter No. 1, dated the 24th idem, from the Secretary to the Museum Sub-Committee of the Royal Visit Fund Committee:—

"I am requested to report, for the information of Government, that a Museum Sub-Committee consisting of the gentlemen named in the margin has been elected by the Royal Visit Fund Committee to deal with all the arrangements preliminary to the erection of a Museum in Bombay, including the proposed laying of the foundation stone by His Royal Highness the Prince of Wales.

The Honourable Sir J. L. Jenkins.
The Honourable Sir Pherozeshah Mehta.
Sir Bhalchandra Krishna.
Sir Dinshaw Petit.
Sir Jamsetji Jijibhoy.
Sir Harkisandas Narottamdas.
The Honourable Mr. Owen Dunn.
General Groenfield.
The Honourable Mr. C. H. Armstrong.
The Honourable Mr. Ibrahim Rahimtoola.
The Honourable Mr. V. Damodar Thakersey.
Mr. Currimbhoy Ibrahim.
Mr Adamji Pirbhoy.
Mr. Sassoon J. David.
Mr. F. C. Harrison.
Mr. C L. Burns.
Mr. H. M. Phipson.
Khan Bahadur M. C. Murzban.
Mr. John Begg.
Mr. L. G. Fraser.
Mr. W. D. Sheppard.

"2. At the request of the Sub-Committee above referred to, I have the honour to inquire whether Government can see their way to make the whole of the plot of land known as the Crescent site available free of charge for the erection of the Museum.

"3. I am also requested to ascertain what the wishes of Government are in the matter of selection of an architect and the preparation of plans.

"

Government letter to the Secretary to the Museum Sub-Committee of the Royal Visit Fund Committee, No. 5016, dated the 11th September 1905:—

"I am directed to inform you, with reference to paragraph 2 of your letter No. 1, dated the 24th ultimo, that the whole of the Crescent site will be available for the proposed Museum. The transfer of the site from the Bombay Improvement Trust, in whom it is at present vested, will be arranged hereafter.

"On the subject of the preparation of plans for the Museum, orders will be issued later."

Government letter to the Secretary, Royal Visit Fund Committee, No. 257-P., dated the 19th September 1905:—

"At the public meeting held in Bombay on the 14th August it was resolved that the permanent memorial of the visit of Their Royal Highnesses to this Presidency and City of Bombay should take the form of a Public Museum with Library, Art Gallery, &c., and that a General Committee, now known as the Royal Visit Fund Committee, be appointed for inviting subscriptions and carrying out generally the objects of this meeting. A Sub-Committee has since been elected, *vide* your letter No. 1, dated 24th August, to deal with all the arrangements preliminary to the erection of a Museum in Bombay. It is understood that the functions of this Sub-Committee will be completed when the ceremony of the memorial stone has been performed. The members of the Committee which was appointed by Government last year to advise regarding the need of a Museum are all of them members of the Sub-Committee above-mentioned, and I am directed to say that His Excellency the Governor in Council proposes with the concurrence of the Executive of the Royal Visit Fund Committee to ask the members of the original Museum Committee, together with other gentlemen, to advise Government generally on all questions that will arise subsequently regarding the Museum, to arrange

for suitable designs being prepared and finally to carry through the project to its completion. This Committee will in fact relieve the Royal Visit Fund Committee of all the duties imposed upon it by the resolution passed at the meeting of the 14th August in connection with the Museum subsequent to the memorial stone ceremony except the collection of funds for the Museum. His Excellency, I am to say, does not anticipate that the Executive of the Royal Visit Fund Committee will have any objection to this procedure, and I am to request that I may be favoured with your assent as soon as possible."

Letter from the Secretary to the Museum Sub-Committee of the Royal Visit Fund Committee, No. 3, dated the 28th September 1905:—

"In reply to your letter No. 257-P., dated 19th instant, I have the honour to state that the Museum Sub-Committee of the Royal Visit Fund Committee will consider itself *functus officio* as soon as the Royal Visit is over and that it, therefore, has no objections to urge to Government making whatever arrangements it thinks proper for the selection of a Committee, whether permanent or temporary, to advise Government generally on all questions that will arise subsequently regarding the proposed Museum."

RESOLUTION.—In July 1904, Government appointed a Committee to consider the question of a Public Museum and Library for Bombay. The report of the Committee was published some weeks ago and will be commented on below. His Excellency the Governor in Council has been much gratified with the reception which has been accorded to the project for a Public Museum. The various expressions of sympathy which the report has elicited in the public press culminated with the proposal enthusiastically adopted at a largely attended public meeting in Bombay on 14th August 1905, that the Museum should be the lasting memorial of the visit of their Royal Highnesses the Prince and Princess of Wales to this Presidency in 1905-1906.

The Royal Visit Fund Committee was constituted at the same meeting and charged with the duty of collecting funds and carrying out the proposal.

Any immediate difficulty regarding funds for the construction of the Museum has been obviated by the handsome donation of three lakhs from Mr. Currimbhoy Ibrahim and the liberal contribution of two and a half lakhs from the Bombay Municipal Corporation, which, combined with the Government grant of three lakhs, are a sufficient

provision with which a beginning can be made. Further contributions have been received by the Royal Visit Fund Committee, among which is noticeable a donation of Rs. 12,000 from His Highness the Nawab of Junagadh, who has expressed his desire of aiding a project which will benefit not only the City of Bombay but the whole Presidency.

His Excellency the Governor in Council is pleased to adopt the suggestion of the Museum Committee that the Crescent Site, which is at present vested in the Bombay Improvement Trust, should be utilized for the Museum. The necessary steps for formally making the site available will be taken in due course.

The preparations for the laying of the memorial stone on this site by His Royal Highness the Prince of Wales are being made by a Sub-Committee of the Royal Visit Fund Committee.

To turn now to the report of the Committee. In the first place the cordial thanks of Government should be conveyed to the Committee for their full and valuable report. Subject to the following remarks their conclusions commend themselves generally to Government.

The members of the Committee should be informed that Government are desirous of their further assistance, and that it is intended to ask them, with the help of some other gentlemen who will be added to their number, to consider and advise Government in more detail regarding the scope of the Museum, to arrange for the preparation of suitable designs when the scope has been decided, and finally to carry through the project. This proceeding has the concurrence of the Executive of the Royal Visit Fund Committee.

The Museum Sub-Committee of the Royal Visit Fund Committee will have completed its duties with the ceremony to be performed by His Royal Highness, and the main duty of the Royal Visit Fund Committee in connection with the Museum will be the collection of funds.

The following remarks on the report of the Committee, dated the 2nd June 1905, should be brought to the notice of the Committee when reconstituted.

(*a*) It is proposed that the Museum should include sections devoted to Arts and Archæology, Science and Natural History. His Excellency in Council considers that an industrial section, representative of the life of the people of Western India and its products, similar to that in Calcutta, would be a desirable adjunct.

(*b*) A spacious hall for public meetings, examinations and the like is advocated. Government think that a large public hall would be out of harmony with the scheme of the Museum, and it will occupy space which will be valuable to the Museum. A comparatively modest hall for meetings for scientific and instructional purposes would not be open to the same objection.

(*c*) The principal criticism must be directed to the proposal that the Museum of Science should be arranged to include a School of Science. The Central School of Science for the Bombay University, to which a reference is made, is a large and important scheme, for which the space and accommodation available in the Museum would be entirely inadequate. As a purely temporary measure the proposal might be accepted, but space will be required as the Museum expands, and it is feared that a temporary arrangement, which will be doubtless a convenience to the students of the Elphinstone College in particular, will tend to postpone the inception of the much needed and larger project. The subject requires very careful consideration at the hands of scientific and educational experts.

(*d*) The general design of three separate buildings appears to suit the proposals submitted by the Committee, but in view of the above observations it may be necessary to reconsider it. When the scope of the Museum has been determined, the Committee should consider whether a prize should be offered for competition for the most suitable design, or if an architect should be selected to draw up designs for approval.

One subject in the report has not yet been touched upon, the future maintenance of the Museum. It is stated that in both Calcutta and Madras the entire cost of the up-keep of the Museum is borne by Government. But in addition to their contribution to the building fund Government, it should be remembered, are foregoing a considerable prospective income from the Crescent Site. And His Excellency in Council is of opinion at present that this Government should only promise a fixed annual grant of Rs. 30,000, and that the recurring charges over and above this sum should be shared between Government and the Corporation. The Municipal Commissioner should be asked to obtain the views of the Corporation on this point.

J. SLADEN,
Acting Secretary to Government.

APPENDIX O-2.

GOVERNMENT COMMITTEE ON TRADE STATISTICS.

No. 30 T. S.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY.

CALCUTTA, the 8th March 1905.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I have the honour to enclose, for the information of your Chamber, a copy of Government of India Resolution No. 401 S. R., dated 19th January 1905, appointing a Committee consisting of Mr. Morshead, I.C.S., Mr. J. A. Robertson, Director-General of Statistics, and myself, to deal with the question of the improvement of the official statistics relating to trade.

2. The subjects with which the Committee have been instructed to deal are—

(1) The revision of the statistics relating to the foreign trade with special reference to the question of the countries to which imports and exports should be assigned.

(2) The revision of the form and arrangement of the tables published in the Annual Statement of the Foreign trade and Coasting trade of each Province.

(3) The revision of the accounts of the Inland trade of India carried by rail and river including the methods of valuation.

(4) The improvement of the registration of the Frontier trade.

3. I enclose a memorandum stating the case as regards the changes in the registration of country suggested in the case of Foreign Sea-borne Trade, and showing concisely in respect of the other matters before them the points which the Committee propose to examine.

4. In dealing with all these questions they are desirous of obtaining the assistance of the various Chamber of Commerce and of other

Associations representing mercantile opinion, and they would therefore be glad if an opportunity should be afforded them of meeting the members of your Chamber for the discussion of the questions at issue. The members of the Committee will be in Bombay from the 29th March 1905 to 5th April 1905 inclusive, and they would be glad if a meeting could be arranged on any of these dates at any hour that may be convenient for your Chamber. The Committee will also be glad at any time to receive communications from individual members who have suggestions to make.

5. I enclose a copy of the programme of the Committee's tour. All communications should be addressed to—

The Secretary, Trade Statistics Committee.—I have, etc.,

R. ARBUTHNOT, Secretary,
Trade Statistics Committee.

No. 401 S. R., dated 19th January 1905.

RESOLUTION.—BY THE GOVERNMENT OF INDIA, FINANCE AND COMMERCE DEPARTMENT.

With the object of rendering the official statistics relating to trade and cognate subjects more accurate and more generally useful, the Government of India have decided to appoint a small Committee to which the revision of the statistical publications on these subjects at present issued by the Government will be entrusted. Several important changes in the system of registering the external trade of India are now under consideration, and this question, as also other suggestions which have from time to time been made for the improvement of the statistical publications above mentioned, will be referred to the Committee.

2. The Committee will assemble at Calcutta in the beginning of February and will be composed of the following gentlemen :—

Mr. L. F. MORSHEAD, I.C.S., *President*.

Mr. J. A. ROBERTSON, Director-General of Statistics.

Mr. R. E. V. ARBUTHNOT, I.C.S. (Mr. Arbuthnot will also discharge the duties of Secretary.)

3. The Government of India fully appreciate the difficulty and importance of the work which will devolve on the Committee, and

they are therefore averse from prescribing a definite period within which their report should be submitted. They trust, however, that it will be found possible to forward the report, which should be addressed to the Department of Commerce and Industry, within two months from the date on which the Committee assembles.

MEMORANDUM.

I.—Revision of the Statistics of the Sea-borne Foreign Trade.

The Committee's task is to revise the statistical publications issued by the Government of India. Their first subject is the revision of the statistics of the Sea-borne Foreign trade of British India.

2. With the Sea-borne Foreign trade statistics the first question is to determine the scope or field they are to cover, that is, to what limit they are to trace goods in the foreign trade. Hitherto in India it has been the practice to trace imports to the port from which they were shipped direct to India, and exports to that at which they are discharged from ship-board; in the latter case this is believed to have been usually the port at which they are finally discharged and not merely unloaded for transhipment, but there has been no definite obligation on exporters to declare the former, and even when it is declared there is still no record of export trade with countries that have no sea-board. The result on both sides has been to obscure the real course of Indian trade. For instance, our imports from Ceylon are swelled by the inclusion of gold* and unwrought copper,† nearly all of which is in reality imported from Australia and merely transhipped at Ceylon; whilst on the export side, to quote a well-known case, all rice and other merchandise declared for Suez "for orders" used to be credited to Egypt, whereas the goods really passed to the United Kingdom and countries on the Continent. Recently the actual destination of this merchandise has been specially recorded, with the result that the figures for exports to Egypt have been reduced by 85 per cent. and stand more nearly at their proper total. An identical practice with ours for imports, which is followed in the United Kingdom, was found not long ago by the Board of Trade to have led to the same unsatisfactory results; for instance, the import trade in butter and similar produce from Italy was practically not shown in the English

* To the value of Rs. 60,17,000 in 1903-04.
† To the value of Rs. 12,14,000.

record, the goods being attributed to France or Belgium, because they were directly shipped to the United Kingdom from Calais or Antwerp, and similarly the trade from Germany was shown at two-thirds of its proper volume, the difference being credited to Belgium and Holland. In India it is estimated that our imports from Germany are shown at about one-half their proper volume, whilst Belgium receives credit for quite twice its share.

3. The first defect then which the Committee have to face is that our Indian statistics by crediting imports and exports in many cases to countries through which they merely pass in transit convey an incorrect impression of the course of trade. The question is to what countries they should be credited in order to give a correct impression. For imports there are two alternatives; namely, instead of the country of last shipment to record either the country of origin, or the country from which the goods are consigned. For the former of these there are however certain objections. In the first place the term country of origin has been found difficult to define, and has been condemned on that account by more than one International statistical conference; secondly, it is doubtful to what extent the information could be reliably obtained; and, thirdly, it is questionable if its adoption would enable our statistics to convey the most correct impression of the course of trade. Trade begins and ends with the sale or purchase of the goods, and the view that seems to be gaining ground in the United Kingdom and on the Continent is that the right countries to register are those from which the goods have been purchased, or into which they are sold; these countries are, in the terms used by the Board of Trade, the country of consignment for imports and of final destination for exports, or what may very suitably be called the country of consignment for both.

4. Following these lines the proposal at present before the Committee is to register the country of consignment for imports, and to extend the registration of destination for exports so as to show the final destination even when the country to which they are consigned is an inland country without a sea-board. Our trade with countries like Switzerland will then for the first time appear. Other advantages anticipated from the selection, assuming for the moment that it can be carried out in practice, are in the first place that Indian imports and exports will be registered on a uniform basis, and secondly that it will be easier to reconcile our statistics with those of the

leading continental countries and the United Kingdom. Germany and Belgium, and according to the Committee's information, Austria-Hungary, Switzerland, possibly the United States, and a few less important countries, have already adopted this principle, whilst the United Kingdom has followed it tentatively for imports in the past year with encouraging results.

The results of a six-months' trial for imports have been published and show, for instance, in the case of trade with Germany, an amendment much in proportion to the extent to which the figures were incorrect before along with substantial corrections in the accounts of other countries.

5. It may be added that in adopting this system of registration it is the practice to ignore as far as possible the intermediate operations of brokers or agents, except when the latter collect and store the merchandise in anticipation of orders, in which case they become in fact the original vendors or purchasers for the particular transaction, and the trade may be rightly credited to their country. The complete definition then of the country of consignments to be registered for imports may be stated as the country of original purchase to order for the particular transaction, and of the country of final destination (=consignment) for exports as the country to which goods are sent for ultimate delivery to order of the foreign purchaser.

6. The next question is whether this information is likely to be obtainable in practice. From their enquiries at Calcutta it appears to the Committee that there should be no great difficulty in effecting the changes. They believe that simple directions can be issued for the declarations required by which the chances of misunderstanding will be minimised, and that the only other causes of misdeclaration to be combated occur when changes take place *en route* in the destination of merchandise,* or when, for business reasons, it does not suit a merchant to declare the final destination of his goods. In the former case it is believed that something may be done by inviting exporters to send intimation of the change as soon as it is known to them, whilst for the latter it has been represented that the cases are not sufficiently numerous to seriously affect the gross figures. The Committee think fit to mention in this connection a plan in force in the United Kingdom and Germany by which, when a merchant does not wish to disclose the course of his trade, he reports the information confidentially to the Statistical office. They do not, however, anticipate much advantage from such a course in India.

* For instance an Indian exporter may consign tea to his London agent for sale, but the latter may find the market unfavourable and tranship the consignment for New York. The changes cannot obviously be foreseen at the time of exportation.

7. It will be necessary if the changes be adopted to alter the forms of bill of entry and shipping bill at present in use at the different ports. The Committee have had revised forms suggested to them upon which they invite the opinion of the Chamber. Copies of these forms are attached as Appendices A and B. As means towards ensuring more careful declaration, it has been suggested (1) that brief instructions should be printed on the backs of these forms, and (2) that the Customs authorities should be requested to examine Custom House agents to make sure that they understand the instructions before they are authorised to work in the Custom House. Of course also if the change be effected, it will be desirable to give both the old and the new figures for a period of years to preserve continuity. In the Committee's opinion five years would be sufficient.

8. The points on which the Chamber's opinion is chiefly invited in the above proposals may now be summarised. They include :—

(*i*) The adoption of the definition of country of consignment suggested in paragraph 5 above for imports and exports, and the question whether it can be registered in practice.

(*ii*) The suggestion of adopting the method of confidential communications made in paragraph 6.

(*iii*) The new forms for bill of entry and shipping bill proposed in paragraph 7.

(*iv*) The proposals in paragraph 7 for the printing on the backs of the forms of simple instructions to Custom House agents, and of examining them in the same.

(*v*) The publication of double sets of figures for five years to preserve continuity.

9. Having determined the scope of the statistics as between countries the Committee propose next to examine the details of the information recorded with a view to any improvement that may seem desirable, and to consider other subjects that naturally arise in the course of revision. The heads of their enquiry may be thus summarized :—

(*vi*) The list of articles and system of grouping.

(*vii*) The list of countries.

(*viii*) The units of quantity, the use of gross or net weight, and the methods of taring.

(*ix*) The values.

(*x*) The articles, if any, to be excluded as not possessing a commercial character.

(*xi*) The treatment of goods in transit to Nepal and other countries on the land frontier, or under transhipment through the Indian ports.

(*xii*) The treatment of postal goods, and other, under special conditions such as baggage, samples, etc.

(*xiii*) The arrangement of the tables and discrimination of special classes, such as Government stores, treasure, Indian and Foreign produce, dutiable merchandise and free, improvement trade, if any, trade *via* Suez Canal, trade *via* Hong Kong, the Straits and Ceylon, etc.

(*xiv*) The grouping of unimportant items under articles and countries in the printed volumes, and the detailed record of these to be maintained in the office.

(*xv*) The enlargement of the introduction of the volumes so as to show under all the above heads the scope and details of the information they undertake to convey.

(*xvi*) The possible addition of (1) comparative tables of value for comparison between different years, and (2) of cautionary notices of the allowances to be made in comparing Indian results with those of the chief foreign countries.

(*xvii*) The details of registration and compilation, namely,—

(*a*) Forms of declarations.
(*b*) Instructions to declarants.
(*c*) Instructions to verifying officers.
(*d*) Forms of registers.
(*e*) Instructions to registering and compiling clerks.
(*f*) Processes of check and correction.

(*xviii*) The publications, including dates, and insertion of corrections.

10. Any suggestions the Chamber may wish to make upon these points or any others will be cordially welcomed. It may be added that the Committee's general policy is to aim rather at a small body of information, correctly obtained, as far as possible, and lucidly arranged, with an explanation informing the public precisely what

they may expect to find, than a larger quantity of a more uncertain character, and they are at present at the stage rather of inviting suggestions than of framing definite proposals.

II.—Revision of the Provincial Annual Statements of Trade and Navigation.

The Director-General's proposals for the revision of the Provincial Annual Statements have received the approval of the Chamber in their letter of the 19th July 1904.

2. The Committee have under consideration the following additional changes :—

(*i*) To introduce uniformity of size, binding and type in the different provincial volumes.

(*ii*) To make the Coasting Trade a separate volume from the Foreign trade.

(*iii*) To change for the sake of uniformity the limit of Rs. 2,500 prescribed for the separate enumeration of articles under main heads in the Coasting Trade to Rs. 1,000.

(*iv*) To revise the introductions so as to explain more fully the principle of arrangement, and the information the statistics convey.

III.—Revision of the Annual Statement of Coasting Trade and Navigation for British India.

If, as the Committee propose, an attempt is made to reconcile the arrangement of the Provincial tables with those in the Annual Statement of Coasting Trade, etc., for British India, it is advisable to take the opportunity of revising the latter. The Committee have therefore added this subject to their list.

IV.—Accounts of the Trade carried by Rail and River.

These Accounts at present consist of—

(*a*) The Quarterly and Annual Accounts of the trade carried by rail and river in India, published by the Government of India.

(*b*) The Annual Accounts of Provincial trade carried by rail and river prepared by each Province except Burma.

The following are the points which appear to the Committee to require consideration in connection with these accounts.

2. (*i*) In the Annual Imperial Volume there are at present three detailed tables (III-V), of which tables III and IV give respectively the total quantity of each article imported and exported and the places to or from which imported or exported.

Table V gives a general view of the trade in certain principal articles between different places. It is proposed to substitute for these three tables a single table showing together in the form of table V the imports and exports in each article.

(*ii*) In the form in which the accounts are at present compiled, details are given only of the more important articles under each main head, while the total for the main head includes also the amount of trade in 'other kinds,' for which no separate details are given. This arrangement appears to be misleading, as it may often be overlooked that the grand total is not the arithmetical sum of the recorded sub-totals. It is therefore proposed to revert to the practice in force prior to 1901 and to enter 'others' as a separate sub-head.

(*iii*) With a view to reducing the bulk of the volumes it is proposed to state the grand total for each main head in a single line, without showing the distribution thereof.

(*iv*) There are at present four tables (VI to IX) giving the trade by rail and river of the ports of Calcutta and Bombay for five years. It is proposed to add similar tables for Karachi and Madras.

(*v*) It is proposed to adopt for the Quarterly Accounts the same form as the Annual Accounts.

3. The Accounts of Rail and River-borne Trade in the Provincial Reports are divided into three main statements or divisions—

Statement I.—Trade of the province with other provinces.

Statement II.—Trade of the internal divisions of the province with other provinces.

Statement III.—Trade between the internal divisions of the province.

(*vi*) In the various Reports each of these statements is as a rule divided into two or more separate tables, while the numbering or lettering of the tables differs in each province. The Committee proposed to consider the advisability of adopting as far as possible a uniform method of numbering the tables in the various reports.

As at present compiled, the tables are unduly bulky. Statement I° in particular being little more than a repetition of the totals in Statement II.† The proposals before the Committee with a view to rendering the returns less bulky are—

* Tables I and II in Bengal Provincial Report.
† Tables III and IV in Bengal Provincial Report.

(*vii*) To omit Statement I altogether.

(*viii*) To combine river and rail traffic in Statement II, and to add, where necessary, a separate brief table giving particulars of the river traffic in each article by external blocks.

(*ix*) It should be considered whether it is desirable in Statement II referred to above to show particulars of the trade in every article and to or from every block, however unimportant, or whether it is desirable to abbreviate the statements by lumping together under the sub-head of others the blocks and the articles in which the trade does not exceed a certain minimum.

(*x*) Should such abbreviation be considered desirable, it appears to be necessary to consider further what minimum, if any, should be fixed in each case.

4. In addition to giving the quantity of trade the Provincial tables also give values. The values are admittedly very unreliable and are no longer given in the Imperial Returns. In this connection the Committee are of opinion that the following points should be considered :—

(*xi*) Has any inconvenience been felt from the omission of values in the Imperial tables.

(*xii*) Are the values regarded as possessing any real utility, or should values be omitted altogether from the Provincial tables.

(*xiii*) If it is decided that it is desirable that they should be retained, it has been suggested that more reliable results would be obtained

if consignors of goods by rail and river were required to record their value. It has to be considered whether this proposal, if adopted, would lead to more reliable results, and whether there would be any objection to the proposals on the part of the mercantile community.

(*xv*) As it is difficult at present to ascertain the rate of value adopted for each article, it is suggested that an appendix should be added showing this for each quarter. For purpose of comparison the rates of the preceding two years might be given.

5. The following further points suggest themselves to the Committee as deserving of consideration :—

(*xvi*) Burma at present publishes no returns. It should be considered whether Burma should be brought into line with other provinces in this respect.

(*xviii*) Cawnpore is of growing importance. Should trade of Cawnpore be separately shown in United Provinces volumes as trade of Delhi City in the Punjab.

(*xix*) Is it desirable to adopt cwt. instead of maund as the unit of weight ?

(*xx*) Is the list of articles at present prescribed satisfactory? Should any articles be added or omitted ?

V.—Accounts of the Trade by Land of British India with Foreign Countries.

The points which appear to the Committee to require consideration in connection with the registration of the Land Frontier Trade are the following :—

(1) The adequacy of the staff at present employed in the registration of Trade Statistics.

(2) The desirability of securing closer supervision over the registering staff either by the appointment (as in Burma) of a special Superintendent of Inland Trade Registration whose business it would be to inspect the registration ports or by some other means.

(3) The present method of ascertaining amount of traffic at each port.

A.

BILL OF ENTRY.

TO THE COLLECTOR OF SEA CUSTOMS, PORT_____

SIR,

Be pleased to pass for home use the under-mentioned goods ex S S._____ under_____Colours, arrived from_____*via*_____

Importer's name_____

Address_____

Master or Agents_____

Number and description of packages.	Marks and numbers on packages.	DETAILS OF GOODS TO BE GIVEN, WHEN POSSIBLE, SEPARATELY FOR EACH PACKAGE.								Country whence consigned.
		Description of contents	Quantity.	VALUE ACCORDING TO TARIFF VALUATION.		VALUE AS DEFINED IN SEA CUSTOMS ACT.		DUTY.		
				Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	
1	2	3	4	5	6	7	8	9	10	11
		Different forms and colours might be used for salt bonded and unbonded, and ordinary goods bonded.								

I hereby declare the particulars given above to be true.

Total duty_____

I * hereby declare that I am unable, from want of full information, to state the real value and contents of the packages above marked, and pray that they may be (1) opened and examined in the presence of an officer of Customs, or (2) deposited in a public warehouse pending the production of such information.

*Importer or his Agent*_____

*Dated*_____.

* The Importer will strike out this declaration if it be not required.

B.

SHIPPING BILL.

To the Collector of Sea Customs, Port_____

Exporter's name_____

Address_____

Sir,

Please note that I am exporting the under-mentioned good, *viz.*, per S.S._____ under_____ Colours_____

Master or Agents_____ clearing for_____

Warehouse° or drawback goods.
Foreign goods not for drawback.
Goods exported under special rule of restriction.
Home goods not subject to duty.
Home goods subject to duty.

Number and description of packages.	Marks and numbers.	Description of goods.	Quantity.	Value as defined in Sea Customs Act.	Port at which goods will be discharged from exporting vessel.	Country of final destination to which goods are consigned.
1	2	3	4	5	6	7

Special colours might be used for dutiable goods and possibly for other variations.
A supplementary form might be advisable for particulars supplied under second declaration below.

I hereby declare the particulars given above to be true.

I † hereby declare that I am unable to state the *Port of discharge* and *Final destination* of the goods marked above, but will undertake to furnish these particulars as soon as they are known.

*Dated*_____, *Exporter or his Agent*_____

° The details inapplicable will be struck out.
† The Exporter will strike out this declaration if it be not required.

CHAMBER OF COMMERCE,
BOMBAY, 16th March 1905.

R. E. V. ARBUTHNOT, ESQ., I.C.S.,
SECRETARY to the TRADE STATISTICS COMMITTEE.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 30 T. S. of the 8th instant, with accompaniments, and to say that they will be pleased to meet you, Mr. Morshead and Mr. Robertson, in the rooms of the Chamber on Thursday, 30th instant, at 12 o'clock noon, for the purpose of discussing the questions mentioned in your communication.

I have this day telegraphed to you to this effect,—I have, etc.,

C. J. MICHAEL,
Acting Secretary.

APPENDIX P.

COTTON AS CONTRABAND OF WAR.

At the Esplanade Police Court on Tuesday, April 18, 1905, Mr. Kursondas Chabildas, Third Presidency Magistrate, disposed of the case in which Captain George Gilbert Hay, Master of the S.S. "Riverdale," charged O. Jones and ten other seamen on board the same steamer with refusing to do their duty. The accused were defended by Mr. Noble, of Messrs. Smetham, Byrne and Noble, Solicitors.

Mr. Noble stated to the Court that the accused had refused to serve on the ship for certain reasons, and he would now leave it to his Worship to say whether those reasons were such as to justify the position the accused had taken up. The ship was proceeding to Kobe carrying cotton which is contraband of war according to the Russian law.

To support his statement Mr. Noble produced a copy of the "Bombay Government Gazette" of the 17th July 1904, which published an order of his Imperial Majesty the Czar of Russia, dated 8th and 21st April 1904, which approved of raw cotton being included in the list of articles declared contraband of war. Mr Noble submitted that this was enough to show that raw cotton was declared a contraband of war, and it was treated as such by the Russian

Government. It was an established and undeniable fact that the ship was loaded with bales of raw cotton. Under the circumstances if the accused went on board the steamer to go to Kobe, they ran the risk of being made prisoners by the Russians. In further support of his argument Mr. Noble cited passages from Kay on the Law of Shipping Masters and Seamen, page 345, which said that an alteration in the description of the voyage made after the crew had signed the agreement and without their consent was, of course, not binding on them, and a voluntary alteration of the risks involved exposing the crew to perils other than those incidental to a voyage for ordinary commercial purposes was a breach of agreement entitling the seamen to abandon service and to sue for loss of service involved in such doing.

The Magistrate desired to know if the nature of this case was brought to the notice of the Shipping Master.

Mr. Noble replied that it had been brought to the Shipping Master's notice. The Chief Presidency Magistrate had made a note on the application submitted to him by one of the crew that he could not pass an opinion as to whether cotton was contraband or not, but that if it was contraband, they were entitled to object to go to sea in the ship as it was likely to imperil their liberty. Mr. Slater had advised them to apply to the Government. Mr. Noble further submitted that Mr. Slater was not then aware of the Resolution of the Russian Government published in London and Bombay Government "Gazettes." The accused ran a great risk in consenting to go on board the ship which was carrying contraband of war, inasmuch as the Baltic Fleet was somewhere between Bombay and Kobe. They also ran a risk of being captured at the hands of the Russians. In the agreement stipulated between the accused and their employers, there was no stipulation to compel the former to run that risk, and therefore to make them do so would be most unfair. The Chief Presidency Magistrate had held that if cotton fell under the category of contraband of war, the seamen were justified in refusing to go on the ship. The case of Burton *vs.* Pinkerton was then cited by Mr. Noble. In this case it was ruled that during the war between Peru and Spain when a seaman refused to go in a ship that was placed under the orders of the Peruvians, and though it was a British vessel, it was a breach of contract to engage the vessel as such. He further argued that owing to such illegitimate action, England had to plunge

into a war with which it had nothing to do in the beginning. He hoped that the Court would not compel the accused, if it held that they were justified in refusing to do duty, to go on board the steamer, and would discharge them on the summons.

Captain G. G. Hay, the Master of the S. S. "Riverdale" was then examined. He said that it was on last Monday that the accused refused to go on duty. His vessel was bound for Kobe with an entire cargo of raw cotton bales.

Cross-examined he said he believed that the Russian Baltic Squadron was now somewhere between Bombay and Japan. It was possible that they might encounter the Baltic Squadron on the way to Kobe. He had recently read of a steamer having been searched by this Squadron.

Mr. Noble: You must be knowing that raw cotton is contraband of war according to the notification issued by the Russian Government? Could you say if raw cotton can be manufactured into gun-cotton for explosives?

Captain Hay: The cotton I carry is purely for commercial purposes, and not for military purposes. I could'nt say if the raw cotton that I carry can be used for the manufacture of explosives.

Continuing the witness said that the articles of agreement did not stipulate that the crew should serve on board the steamer when she had been loaded with some contraband of war and thereby run greater risks than those involved in the ordinary commercial voyages. But this much he could say that this was a purely commercial voyage and there was nothing illegal or underhand about it.

The Magistrate remarked that he believed the statement of the witness, but it was hard for the witness to convince the Russians of his word. From his (the witness') point of view it was everything all right, but from the Russian point of view it would be looked upon as an unjustifiable and illegal action.

The witness said that he had his cargo shipped openly and he should have to get a pass from the Customs House which would legalize his action. He read before the Court a certificate from the Agent to the Japan Cotton Association to the effect that the cargo was purely for commercial purposes.

The Magistrate wondered how that could satisfy the Russians.

Witness said he did not understand why the accused raised their present objection against going to Kobe with a cargo similar to one with which they went to Japan in November last.

Mr. Noble: The Russian fleet was not then where it now is.

The Magistrate also held that the crew at that time might not have thought themselves in danger, but now they feared that the Baltic Fleet, which is in Eastern waters, would search their vessel and perhaps make them prisoners.

Captain Hay contended that there were other steamers that did carry even now cotton to the Eastern ports, and the seamen of those vessels never raised such an objection.

Mr. Noble said that in order to induce the seamen to run this risk of being captured, they must have been paid extra wages and then they might have shown their willingness to run that risk. Besides it was a matter that should be left entirely with the seamen because the law could not compel them to run this risk.

In conclusion Captain Hay said that this was a very serious question for the cotton trade of Bombay, as this trade between ports of Japan and Bombay was very extensive.

The Magistrate acquitting all the accused delivered the following

JUDGMENT.

The accused before me are charged by Captain George Gilbert Hay of the S. S. "Riverdale" under section 83 of Act I of 1859, clauses 2 and 4, for refusing, without reasonable cause, to proceed to sea in his ship and for wilful disobedience of lawful command. All the accused plead not guilty. They admit having refused to do duty and say they are justified in doing so, on the ground that the ship carries cotton which is a contraband of war according to Russian law, and as there is every danger of their being taken prisoners by the Russian Squadron. The refusal to proceed to sea being admitted by the accused, the only question for consideration is whether the accused have a reasonable cause or not in refusing to proceed to sea in this steamer. In my opinion the accused have shown good reasons for refusing to proceed to sea. It is proved before me that this steamer carries an entire cargo of cotton. The question, therefore, arises whether cotton is a contraband of war or not. With regard to this

point, the notification by the Government of India in the Finance Department, dated 6th July 1904, and published in the "Bombay Government Gazette" of July 7th, 1904, page 890, part I, clearly shows that the "London Gazette" of March 11th, 1904, announced that His Majesty the Czar on the 8th and 21st day of April was pleased to approve the order to include raw cotton in the list of articles declared contraband of war by the regulations which received the Imperial sanction on the 14th and 27th February 1904. From this notification it is quite clear that the Russian Government have declared raw cotton as contraband of war. This being so, the question arises whether the accused before the Court are exposed to perils other than such as are incidental to a voyage for ordinary commercial purposes or not. The presence of the Baltic Squadron somewhere between Bombay and Kobe is admitted, and it could not be for a moment supposed that there is no probability of that Squadron capturing this steamer which, according to the views of the Russian Government, carries a cargo which is contraband of war. Captain Hay in his evidence says that the cotton that he carries is purely for commercial purposes. I believe the Captain when he says so. But the question that is bound to arise is whether the Russians will accept the Captain's word and treat the cargo as otherwise than a contraband of war. There is thus clearly a risk incurred by the crew of being taken prisoners, and I think they are justified in refusing to proceed to sea in view of such a risk. The case of Burton vs. Pinkerton, L.R., 2 Ex. 340, is on all fours with the facts of this case. In that case a seaman objected to proceed further on voyage on the ground that it was illegal and involved greater risks than he anticipated when he entered into the agreement with the Captain and left the ship. He afterwards brought an action for breach of contract, and it was held that the Captain must be held to have engaged that seaman for an ordinary voyage, and that the seaman was entitled to treat as a breach of contract his employment by the Captain on a voyage which would expose him to greater danger than he had originally reason to anticipate and to recover damages for the wages lost in consequence of the breach and for the inconvenience naturally resulting therefrom. In the present instance it being shown that the accused exposed themselves to the risk of being captured, I think the excuse that they give for not proceeding to sea is a reasonable one. I accordingly hold the accused not guilty of the offence with which they are charged and order them to be acquitted.

CHAMBER OF COMMERCE,

BOMBAY, 19th April 1905.

The SECRETARY TO GOVERNMENT,

POLITICAL DEPARTMENT, Mahableshwar.

SIR,—I have the honour, by direction of the Committee of the Bombay Chamber of Commerce, to confirm the following telegram despatched to your address this afternoon :—

" Following telegram has to-day been addressed to Hon'ble Mr. Hewett, Department of Commerce and Industry, Simla. Telegram begins. Bombay Chamber would respectfully request immediate attention of Government to Magisterial decision given yesterday in Bombay that raw cotton being shipped for commercial purposes to Japan may be considered contraband and that such cargo justifies seamen refusing proceed to sea. Chamber requests Government will make immediate representation with object of defining that commercial cotton is not contraband, question being of utmost importance to Bombay. Telegram ends. Chamber Committee beg Bombay Government will support their representation "—I have, &c.,

C. J. MICHAEL,

Acting Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 19th April 1905.

The HON'BLE MR. J. P. HEWETT, C.S.I., C.I.E.,

DEPARTMENT of COMMERCE and INDUSTRY, Simla.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to confirm the following telegram despatched to your address this afternoon :—

" Bombay Chamber would respectfully request immediate attention of Government to Magisterial decision given yesterday in Bombay that raw cotton being shipped for commercial purposes to Japan may be considered contraband and that such cargo justifies seamen refusing proceed to sea. Chamber requests Government will make immediate representation with object of defining that commercial cotton is not contraband questi: n being of utmost importance to Bombay."

For facility of reference, I beg to attach a copy of the Newspaper report of the Police Court Proceedings, to which the message refers.—I have, &c.,

C. J. MICHAEL,
Acting Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 25th April 1905.

The SECRETARY to the GOVERNMENT of INDIA,
DEPARTMENT of COMMERCE and INDUSTRY, Simla.

Contraband of War.

SIR,—I have the honor, by direction, to acknowledge the receipt of your telegram received on the 19th instant reading as follows :—

"Your telegram 19th instant, Contraband of War ; matter receiving attention. We presume Magistrate's decision given in sufficient detail in Bombay daily papers ; if not, please forward copy of judgment":

and to confirm my reply despatched to your address on the 20th instant as follows :—

"Your telegram, Contraband of War. Yes, Magistrate's decision given in sufficient detail. Posted to your address last night."—I have, &c.,

C. J. MICHAEL,
Acting Secretary.

No. 1816C.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,

SIMLA, the 20th May 1905.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to refer to the correspondence ending with your telegram, dated the 20th April last, on the subject of the treatment of raw cotton shipped for commercial purposes as contraband of war.

2. The Chamber invited attention to the decision given by a Magistrate in Bombay to the effect that seamen were justified in refusing to proceed on vessels carrying raw cotton to Japan, as this

article had been declared contraband of war by the Russian Government. In view of the importance of this question to the trade of Bombay, it was urged that an immediate representation should be made to His Majesty's Government with the object of having it declared that raw cotton destined solely for commercial purposes is not contraband.

3. The Government of India have been in telegraphic correspondence with the Secretary of State for India on the subject, and are informed that the Russian Government have not as yet specifically replied to a representation which was made to them by the British Ambassador at St. Petersburg in October last, in which he protested, on behalf of His Majesty's Government, against the declaration that raw cotton would be regarded by Russia as absolute contraband of war. It is understood, however, that instructions have been issued to Russian Officers, from the general tenor of which it is inferred, that raw cotton will not be treated as contraband of war unless it is intended to be used for warlike purposes.—I have, etc.,

J. CAMPBELL,
Under-Secy. to the Govt. of India.

CHAMBER of COMMERCE,
BOMBAY, 3rd June 1905.

J. CAMPBELL, ESQ., I.C.S.,
UNDER-SECRETARY to the GOVERNMENT of INDIA,
DEPARTMENT of COMMERCE and INDUSTRY, Simla.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 1816-C of the 20th May 1905 on the subject of the treatment of raw cotton shipped for commercial purposes as contraband of war; and to ask you to convey to the Government of India the thanks of the Chamber for the prompt action they have taken in the matter.—I have, etc.,

C. J. MICHAEL,
Acting Secretary.

APPENDIX Q.

THE WELLINGTON CORDITE FACTORY.

CHAMBER of COMMERCE,
BOMBAY, 1st December 1905.

The SECRETARY, DEPARTMENT of COMMERCE and INDUSTRY, Calcutta.

SIR,—I am directed by the Committee to place before you the following communication received from a Member of the Chamber, *viz.*:—

"We have had laid before us copies of correspondence from which it appears that the Military Department in India have requested the Indian Railway Board to solicit orders from the various Railways for Dynamite and other explosives for blasting purposes, such explosives to be manufactured at the Government of India Cordite Factory at Wellington, and also that the Under Secretary to the Bengal Government has been asked to obtain orders for the same explosives from private Companies, etc. The copy of the letter we hold from the Secretary of the Railway Board shows that the Secretary has written to all Local Governments in India and Burma, the Public Works Department, the principal State Railways and other official bodies, asking if they will purchase blasting explosives from the Government Factory.

"It will be seen from this correspondence that the Military Department evidently intend that the Cordite Factory at Wellington should enter into competition with the Explosives Trade in this country.

"This, in our opinion, constitutes a serious interference with private enterprise in India. A very large amount of British capital has been invested in this country in this trade and in the establishment of magazines in various parts of this country for the convenience of the trade and of the Railways, Mines, etc., using explosives, and that a Government Factory should enter into competition with private enterprise in this country seems to be entirely outside the province of a Government Factory as such, and contrary to the usual principles of the Indian Government."

With reference to the above I am to draw your special attention to the remark regarding the obtaining of orders from private Companies. While my Committee fully acknowledge the right of Government to utilise their productions in their own departments

for the public benefit, they however regard the inviting of tenders from private Companies as a departure from the declared policy of Government, and a procedure that must very seriously check private enterprise in the trade referred to.

They would, therefore, be greatly obliged if you would be so good as to give the subject your careful consideration, and kindly favour them with an expression of your views at your earliest convenience.—I have, etc.,

J. B. LESLIE-ROGERS, Secretary.

No. 7179.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

CALCUTTA, the 7th December 1905.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 1st December 1905, on the subject of the supply of Blasting Explosives from the Government of India Cordite Factory at Wellington.

I am to say that the matter is already receiving the attention of the Government of India.—I have, etc.,

W. L. HARVEY,
Secretary to the Government of India.

Nos. 2346—2348-35.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

CALCUTTA, the 28th March 1906.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of the letter from this Department, No. 7179, dated the 7th December 1905, I am directed to say that the intention of Government was to supply surplus explosives manufactured by the Cordite Factory to other Departments of Government, and that beyond this no competition with any private industry or manufacture was contemplated. I am also to say that the Railway Board's Circular letter No. R. S. 228, dated the 18th October 1905, has been modified so as to limit the enquiry regarding the purchase of explosives from this Factory to State Railways only.—I have, etc.,

W. L. HARVEY,
Secretary to the Government of India.

APPENDIX R-1.

INSTITUTION OF AN INDIAN SAMPLE ROOM IN KERMAN, PERSIA.

No. 3292—3398-6-2.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIMLA, the 4th July 1905.

(C and T.)

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward, for the information of the Chamber and of firms interested in the Persian trade, a copy of correspondence regarding the institution of a sample room at Kerman.—I have, etc.,

J. CAMPBELL,
Under-Secy. to Govt. of India.

No. 2269-E. A.

From the ASSISTANT SECRETARY to the GOVERNMENT of INDIA in the FOREIGN DEPARTMENT,

To CAPTAIN L. B. H. HAWORTH,
HIS BRITANNIC MAJESTY'S CONSUL at KERMAN.

DATED SIMLA, the 14th June 1905.

SIR,—I am directed to invite attention to Major Sykes' letter No. 3, dated the 21st January 1905, regarding a sample room to be attached to the Kerman Consulate.

2. The proposal is one which appears to the Government of India to be worthy of encouragement, and I am to convey sanction to the suggested payment of an allowance of Rs. 35 monthly to a local merchant, this sum to include the wages and clothing of a farash.

3. I am to add that neither the merchant nor the farash referred to above should be treated as in pensionable service.

4. With reference to the proposal made in paragraph 2 of your letter, I am to say that there is no objection to your spending a third, or any larger portion, of your *toshakhana* grant on goods of Indian manufacture suitable for presentation purposes, and that the Govern-

ment of India would view with approval any change which would have the effect of thus substituting Indian made goods for foreign wares.—I have, etc.,

(Sd.) C. SOMERS COCKS,
Assistant Secretary to the Government of India.

No. 3, dated Bam, the 21st January 1905.

From Major P. M. SYKES, C.M.G., BRITISH CONSUL, KERMAN,

To the SECRETARY to the GOVERNMENT OF INDIA,
FOREIGN DEPARTMENT, Calcutta.

In connection with the development of Indian trade in South-East Persia, I have the honour to lay before the Government of India the following proposals.

I have already discussed them with the President of the Commercial Mission, who fully approves of them and is recommending them to the notice of the Upper India Chamber of Commerce.

Firstly, I think that a sample room should be attached to the Kerman Consulate. It should contain samples of all goods likely to sell in South-East Persia. These would, I think, be sent by various firms if it were understood what arrangements were being made to forward their interests. To ensure this departure being energetically worked, a local merchant might be paid a monthly allowance of from Rs. 35 for looking after it.

He would, for choice, be agent to one or more firms and would thus be interested in developing and pushing trade. I have a suitable man at Kerman for this work who is a British Indian merchant. It may be objected that this work should be done by the Consular Staff, but, with developments constantly proceeding, my staff has plenty to do and this is a work which can be better performed by a merchant. I am constantly visited by all classes at Kerman and a sample room, if carefully arranged, would prove most attractive to Persians who, like the Greeks of old, love everything new.

Mr. Newcomen is arranging for various Indian firms to send samples, some of them bulky, to Kerman and, unless some such departure be sanctioned, it will be difficult to handle them to advantage. This sum of Rs. 35 would include the wages of a Farash who would keep the

	Rs.
Merchant	22
Farash and clothing, etc.	13
	35

place clean and carry messages. In this connexion the sample room would, to start with, contain miniature tents pitched on a table, saddles and bridles, gaiters and boots. In addition specimens of various Indian teas, bales of cloth, rugs, blankets, jerseys and other Indian products would be displayed, all of which will find a ready market.

A separate table or tables would be devoted to advertisements and the room would be roughly furnished partly with camp chairs, tables, etc., all of which would have their prices shown in Persian.

I think that, without any great cost, much good might be done and it is possible that the firms interested would assist in the scheme.

2. I would suggest that one-third of my allowance for *toshakhana* be placed at my disposal. This Rs. 500 I should propose to spend in saddles, writing desks, cloth, gaiters, teapots (suitable for Indian tea with infusers), etc.

APPENDIX R-2.

NUSHKI-SEISTAN TRADE ROUTE.

Nos. 5444-5449-100-1.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
(COMMERCE AND TRADE),
SIMLA, the 30th September 1905.

To the SECRETARY,
BOMBAY CHAMBER OF COMMERCE.

SIR,—I am directed to forward 50 copies each of a notice in English, Persian, and Urdu, regarding transport arrangements on the Nushki-Seistan Trade Route, for distribution among merchants who may be interested in the matter.—I have, &c.,

J. CAMPBELL,
Under-Secretary to the Government of India.

NOTICE.

Trade facilities on the Quetta-Nushki-Seistan-Meshed Trade Route.

A new contract for the supply of transport on the Quetta-Nushki-Seistan-Meshed Trade Route, for one year, has recently been entered into with Mauladad Khan, Main Khel, Safzal Khan, Shawani of

Karani, Rasul Bakhsh, Lango of Mungachar, and Rai Bahadur Bhik Chand & Co. of Quetta (to whom or to whose agents all applications for transport should be made). The principal features of the contract are as follows:—

(i) The contractors agree to supply camels, whenever required, for the carriage of goods by the above-cited route at the following rates:—

	If engaged for Return Journey.						If engaged for Single Journey only.					
	Per maund.			Per camel.			Per maund.			Per camel.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Quetta to Nushki ...	1	6	6	7	0	0	0	11	3	3	8	0
„ „ Seistan ...	8	0	0	40	0	0	4	12	0	23	12	0
„ „ Meshed ...	19	0	0	95	0	0	11	0	0	55	0	0
Nushki to Seistan ...	7	0	0	35	0	0	4	0	0	20	0	0
„ „ Meshed ...	17	13	0	89	0	0	9	6	0	46	14	0
Seistan to Meshed ...	11	0	0	55	0	0	6	5	0	31	9	0

Provided—

(*a*) that the above rates do not apply to wood work and iron materials required for building purposes, for which special provision is made below (clause *vii*);

(*b*) that goods tendered for carriage are packed in gunny bags, boxes or leather cases, each package weighing not more than 2½ maunds.

(ii) The average load for a camel should be taken at five maunds.

(iii) Camel hire will be computed according to maundage, full rates being charged for portion of a maund, except when such portion is less than half a maund, when nothing will be charged.

(iv) If camels are engaged for single journeys, and subsequently loads are found for return journeys, or for either portion of a return journey, *viz.*, from Meshed to Seistan or Seistan to Quetta, the rates

payable for such portion of the return journey for which loads are found will be half the rates quoted in clause (i) for return journeys.

Example (1).—Camels are engaged for single journey, Quetta to Meshed, and subsequently loads are found for the return journey, Meshed to Quetta, the total amount will be Rs. 55-0-0 + 47-8-0 or Rs. 102-8-0.

Example (2).—Camels are engaged for the single journey, Quetta to Meshed, and subsequently loads are found for the portion of return journey, Seistan to Quetta, the rates payable in this case will be Rs. 55 + 20 or Rs. 75.

(v) If loads are found for any portion of the return journey, the contractors shall be bound to accept them for delivery.

(vi) (1) When camels are engaged for the return journey, one-third of the total hire must be paid at the commencement of the journey, another one-third on the completion of the first portion of the journey, and the balance third on completion of the return journey.

(2) In all other cases, half the hire will be paid at the commencement of the journey, and the remaining half on completion of the same.

(vii) For materials required for building purposes, the rates subjoined below will be charged :—

Particulars.	Rate of hire.
1. Woodwork and iron materials of a length which may be up to 10 feet, and up to 2½ maunds in weight.	Rs. 0-0-3 per mile per maund.
2. Woodwork and iron materials of a length between 10 to 15 feet, and from 2½ maunds to 3½ maunds in weight.	Rs. 0-0-4½ per mile per maund.
3. Woodwork and iron materials of a length between 15 to 20 feet, and weighing between 2½ maunds to 3½ maunds.	Rs. 0-0-6 per mile per maund.

(viii) In the case of camels required to carry Kajawas, the rates of hire will be—

From	To	Rate of hire.
Quetta...	Seistan	Rs. 34 per camel.
Nushki	Seistan	Rs. 30 per camel.
Seistan...	Meshed	Rs. 34 per camel.

the hirer to provide the Kajawas.

(ix) The following periods will be allowed for the journey :—

	Days.
Quetta to Meshed	85
Nushki to Meshed	78
Quetta to Seistan	45
Nushki to Seistan	38
Seistan to Meshed	40

(x) The contractor will pay a fine of annas 8 per day, per camel, for every day taken in the journey in excess of the above periods unless delay on the journey was due to unusually inclement weather, or any other sufficient cause, which must be satisfactorily proved. In the event of detention, from whatever cause, a report must be made within 12 hours, by the Jemadar of the caravan, to the nearest Thana. Failure to do this will render the contractor liable to a fine of Rs. 5 for each camel comprising the caravan. In the event of dispute, the decision of the Political Assistant, Chagai, shall be final.

(xi) The contractor will be held responsible for all loss and damage to goods in transit obviously due to the neglect of camel men. The contractor will, however, be at liberty to refuse goods for delivery that are not properly packed and secured. Loss through raids will be considered beyond the contractor's responsibility. A report of the circumstance must in every case be made by the Jemadar of camels, within 12 hours, to the nearest Thana. Failure to do this will render the contractor liable to a fine of Rs. 5 for each camel comprising the caravan. In the event of dispute, the decision of the Political Assistant, Chagai, shall be final.

(xii) When the contractor is required to supply camels he shall be given the following notice :—

10 days for any number of camels up to 50;

25 days for any number of camels above 50, but not exceeding 300;

50 days for any number of camels above 300, but not exceeding 1,000.

(xiii) The contractor will pay a fine of annas 8 per day, per camel, for every day's delay in supplying camels, for which due notice has been given.

(xiv) A "biana" or advance (earnest money), according to the following scale, must be deposited at the time of engaging camels. This amount will subsequently be deducted from the advance to be paid [*vide* clause (vi)] at commencement of journey—

Rs. 2 per camel, when the number engaged does not exceed 100.

Re. 5 per camel, when the number engaged exceeds 100.

When camels once engaged are subsequently cancelled, this "biana" will be forfeited to the contractor. But when a person engages camels from a particular date and fails to take them on such date, he will have to pay the contractor the sum of annas 8 per day, per camel.

(xv) When camels are engaged at Quetta or Nushki for the journey, Quetta or Nushki to Seistan, or for any place beyond Seistan otherwise than through the camel contractor, *i.e.*, when private arrangements are made for transport, the contractor shall be entitled to receive from the person so engaging transport a Jemadari fee of annas 8 per camel for the journey Quetta or Nushki to Seistan, and Re. 1 per camel for the journey Quetta or Nushki to Meshed. The contractor shall be entitled to check all caravans at either Quetta or Nushki, and any camel that has not paid the Jemadari fee as above, will be liable to be detained at Nushki until the fee shall have been paid.

(xvi) Jemadari fees as above must be claimed by the contractor before the departure of any caravan from Nushki, otherwise no claim can be made.

(xvii). When it is required to hire camels for a certain number of stages only between Quetta and Robat, the rates will be :—

1 anna per camel (carrying five maunds) per mile.

(xviii) Persons requiring camels to travel at an increased speed between Quetta and Seistan can obtain them—provided due notice is given—at the following express rates :—

	Rate per camel. Rs. a. p.	No. of days.
Quetta to Robat	26 12 0	25
Nushki to Robat	22 0 0	20
Quetta to Seistan	33 4 0	30
Nushki to Seistan	28 0 0	25

(xix) In the event of any dispute as to the interpretation of the contract, not provided for in the above paragraphs, the decision of the Political Assistant, Chagai, shall be final.

2. The freight charges from Quetta to Meshed, under the new contract, compare very favourably with those obtaining on the Bunder Abbas-Meshed route.

3. In order to avoid the difficulties hitherto experienced by traders proceeding by the Nushki route to Khorasan, in having to go 150 miles out of their way to Nasratabad, for Customs examination, a first class Customs bureau has recently been established at Koh-i-Malik Siah ; thus enabling Kafilas to proceed direct to the Kainat and Khorasan *via* the Palankoh route, and to avoid the detour through Seistan. Furthermore, a British Consular Agent has been deputed to Koh-i-Malik Siah, one of whose principal duties it will be to watch the interests of British traders using the route, and assist them in their dealings with the Persian Customs authorities.

FOREIGN DEPARTMENT,
SIMLA, *the 11th August* 1905.

S. M. FRASER,
Secy. to the Govt. of India.

APPENDIX R-3.

PERSIA: TRADE OF THE KERMAN DISTRICT.

CONSULAR REPORT FOR THE YEAR 1904-1905.

The following Report* on the Trade of the Kerman Consular District for the year 1904-05 by Major Sykes, His Majesty's Consul, is reprinted and circulated for the information of Members of the Bombay Chamber of Commerce.

C. J. MICHAEL, Acting Secretary.

June 8th, 1905.

* Received at the Foreign Office, April 26, 1905.

A Commercial Mission from India reached Bunder Abbas on October 21st, 1904, and commenced its journey up country on November 7. Its objects are:—

1. To study the effect of the new customs tariff on Indian and British trade, especially Indian trade.
2. To exploit the trade centres of South-East Persia, to report on the prospects of development in trade, especially in tea, wool and cotton.
3. To report on communications, *i.e.*, roads, posts, telegraphs, &c.
4. To suggest any means of improving cultivation by a better water supply or by improved methods.
5. To report on the prospects of opening up cotton presses, ginning, spinning, and weaving mills.
6. Mining prospects.
7. Tea, its prospects of development and methods for same. To investigate the causes of falling-off in trade, if any.
8. Finally, to make any general suggestions that may be deemed expedient.

The Mission, in the first place, went to the important trade centre of Sirjan, where the Kerman and Yezd routes bifurcate. I met the Mission at this point, and a few notes on the tour, which included every trade centre in my district, may be of interest. At Sirjan trade is languishing in consequence of the unsettled state of the roads. This is mainly owing to the fact that the district between it and Bunder Abbas is inhabited by nomads of a somewhat predatory type, and that the road traverses the three separate governments of Kerman, Fars and Bunder Abbas. When we add to this the fact that there is no telegraphic communication from Bunder Abbas to Kerman, and that the post averages but 15 miles per diem—when not robbed—it is most creditable that under these conditions, there should be any trade whatever. Until the end of 1903 interior dues were illegally levied on merchandise, but these, upon my representation, were abolished. However, the merchants informed me that attempts were being made to reimpose these exactions under the vague term of daroghai or police charges. Upon returning to Kerman, the Governor-General kindly despatched a special messenger to Sirjan with an order that this impost was abolished.

At Rafsinjan, five stages to the north, the Mission was in the centre of the cotton, pistachio and almond district. The output of the former article is about 2,000,000 lbs., and of late years, as previously reported, the greater part has been exported to Russia *via* Shahrud, and this in spite of the fact that the freight across the Lut to Shahrud is 130 to 200 krans* per 650 lbs., as against half that amount to Bunder Abbas. The present war has produced a heavy crop of bankruptcy among the Russian firms trading with Persia. However, if Russia continues her policy of differentiating in favour of Persian cotton which, I understand, pays 40 copecks per poud† as against 4 roubles 15 copecks per poud charged on raw cotton imported over European frontiers, it seems probable that when the normal state of affairs is re-established, this trade will increase. Rafsinjan is uninfluenced in its imports by Shahrud, the camels returning empty and the district being supplied in calicoes, tea, &c., by Bunder Abbas.

The Mission left Kerman on January 2, 1905, and in the first place visited Khahis, situated on the eastern edge of the Lut, a desert which spreads its blighting grasp over the whole of Central Persia. The chief product of Khahis is dates, which are mainly exported to Seistan, Khorassan and Afghanistan. Its orange groves supply the Kerman market.

Its traders are Parsis, who buy at Kerman, but the population of about 4,000 has few wants, the hot climate supplying the place of clothing to a considerable extent.

From Khahis the high plateau was again crossed at Gok, but fortunately the weather was fine and so the journey was safely accomplished to Bam, although one stage of 38 miles without water was very trying to the transport.

Bam is the head-quarters of the henna industry, which has made its landowners extremely wealthy. The cultivation is actually carried on in Narmashir, the contiguous district to the east, but Bam reaps the benefit.

Arbab Jamshid, the chief Parsi merchant at Tehran, has recently opened a branch at Bam, and, for the first time, direct communication with Bunder Abbas has been opened up. I have always held that this centre was more capable of development than any other

* 4 krans = 1 r. † 1 poud = 36·1 lbs.

in my district. As instances of this, the valuable tragacanth gum is not collected, although it abounds in the surrounding hills, and the henna is exported in bulk to Yezd instead of being dealt with on the spot.

From Bam the Mission proceeded to Narmashir. The first object of interest was the so-called dam of Nissa. As a matter of fact there is no dam but a large part of a river is diverted to irrigate what is now known as Kuruk. The whole of this valuable river is utilised until there is a flood, when it discharges its contents into the Lut.

Narmashir, as mentioned above, is the henna centre, and a few notes on this subject may be of interest. The plant is produced from seed sown in the late spring, which is watered daily for about one year. The young plants are then planted out in richly manured plots and for the next 12 months are most susceptible to frost, which is by no means uncommon, in fact we experienced over 40° at Kuruk. The plant is then cut in the summer and autumn, the average output being 2,000,000 lbs. per annum. This is purchased by agents of Yezd firms for about 150 to 250 krans per 650 lbs. It is then carried on camels to Yezd, is ground and freely adulterated, and is then sold almost entirely for dyeing beards, hair and nails. Of late years a small export to Russia has been opened up mainly for the use of the Mohamedan population.

From Narmashir the Mission crossed into Rudbar—the Reobarles of Marco Polo, who traversed it more than 600 years ago—by the Gishu or Oleander Pass. As mentioned by Strabo, the oleander is deadly poison, and of this we received unwelcome proof, two horses dying as the result of picking off a few leaves. The Gishu Pass is the lowest by which the range is crossed, and is used by all caravans which trade between Bunder Abbas and Eastern Persia. The route is, in fact, the main artery of commerce east of the Bushire-Shiraz-Isfahan route.

Rudbar was much disturbed, as its population was running away from the Persian authorities who wished to collect the revenue, and the supply question was at one time acute.

However, we were welcomed by the refugees, who produced stores of forage for sale and, as we were detained at Bijenabad by rain, we were relieved of much anxiety by the Governor, H. H. the Aiw-ul-

Mulk, who kindly sent us a two days' supply of barley. As the number of horses, mules and donkeys aggregated about 150, the daily expenditure of forage was great.

From Rudbar the Mission marched due north up the valley of the Halib Rud through the district termed Jiruft. Until six centuries ago this was the winter capital of the province, and almost everywhere are ruins of the cities and villages which once filled the valley.

The Mission reached Kerman for the second time towards the end of February, and, after spending a fortnight in that city, started on its return journey to India *via* Yezd, Shiraz and Bushire.

Mr. E. M. Eldrid, manager of the recently opened branch of the Imperial Bank of Persia at Kerman, has kindly furnished me with the following notes on the trade of Kerman, for 1904. As regards his remarks on the carpet trade, Kerman in my opinion is suffering partly from the fact that the quality of the weaving deteriorated during the prosperous years of 1902 and 1903, and partly owing to the hideous semi-European patterns which have been adopted. I append Mr. Eldrid's notes in full:—

The carpet trade during the whole of 1904 was most inactive, due to an over-stocked market with inferiorly woven rugs and carpets, the colours of which, in many cases, were not "fast," hence their refusal in the European and American markets.

Large consignments of Kerman carpets remained unsold in Constantinople and Tabriz (the buyers here being Tabrizi Turks all carpets and rugs are in the first instance forwarded by caravan to Tabriz) throughout the year.

Carpet manufacturing being the staple industry of Kerman and its chief mainstay, trade generally has been depressed in sympathy.

Added to this, the enhanced value of the rupee, attributable to the commercial crisis in Russia, resulting from the Russo-Japanese war, which has risen in value from 377½ krans per 100 rs. in March last (a rate then almost if not quite unprecedentedly high) to 418½ krans per 100 rs. on December 31, 1904, or about 11 per cent., has also very materially contributed to the slackness in trade.

There being few exports from South-East Persia to India, importers have felt the full force of enhanced rates and it has undoubtedly affected imports from India. A close investigation by British India

traders into possible exports from Persia might reveal fresh commodities worthy of export, and they would be favoured by the absence of export duty and by the cheapness of camel hire to the coast and they would be protected from the severe fluctuations in the rupee by being able to balance their imports into Persia against their exports. An instance of the effect of the rise in the rupee may be gained from the following :—

Loaf sugar was sold in the Kerman bazaars two weeks ago at 4·75 krans per Tabriz mân of 6½ lbs., and is now quoted at 6·25 krans or a rise of 31½ per cent.

Carpets, which were previously sold at 90 krans per carpet yard, that is, 43 by 21½ inches, were offered during the summer months at 42½ to 45 krans and the less finely woven carpets, which before fetched 60 krans per carpet yard, dropped to 27½ to 30 krans.

Many of the smaller weavers, who had started their looms during the boom in the Kerman carpet trade about three years ago, were forced to accept the low market prices which were under the cost of production, and their hands were still further forced by the attack of cholera which broke out in October, 1904. The result has been to oust several of the small weavers from the trade and they have dismantled their looms.

During the past few weeks, however, reports have been received to the effect that most of the carpets stored at Tabriz and Constantinople have been sold, consequently the Tabriz traders are buying again freely and prices are rising weekly.

The traders of Kerman may be divided into four classes :—

1. Tabrizi Turks ; 2. Hindus ; 3. Mohamedans ; 4. Parsis.

1. *The Tabrizi Turks.*—These are chiefly the representatives of Tabriz native firms, and are agents here solely for the purchase of Kerman carpets and shawls. They embark in no other class of business. Their general custom is to advance money to the carpet weavers (who are the owners of the looms) in instalments until a carpet comes off the loom.

2. *The Hindus.*—These traders are for the most part representatives of well-to-do Shikarpur (Sind) merchants of considerable standing, and share with the local Parsi merchants practically the whole of the import trade from India. Imports consist chiefly of sugar, tea,

shirtings, cloth, candles, kerosene oil, yarn and copper, which they resell to local merchants and peddlers. The Hindus are also money lenders.

3. *The Mohamedans (natives of Kerman).*—The Mohamedans are for the most part small traders either in local manufactures or locally purchased commodities. They import very little from abroad, and generally purchase imported articles from the Hindus and Parsis. There are only a few well-to-do Mohamedan merchants.

4. *The Parsis (natives of Kerman).*—The Parsi merchants have a small share in the import trade from India, but it is chiefly in the hands of the Hindus. They import the same articles and dispose of them to small merchants, shopkeepers and peddlers. The Parsis also have in their hands a fair inland trade with Yezd and Tehran, and are owners of considerable landed property in the province.

The harvest was good, and prices ruled lower than in the previous year. The prospects for 1905 are, at present, excellent, and if the harvest is again good trade should revive, especially as the Tabriz merchants are again beginning to purchase carpets.

For the first time since my residence at Kerman cholera broke out. A pilgrim returned from Meshed and died from cholera a few miles out of Kerman. His body was washed in running water and his clothes were sent into Kerman and sold, thus starting the epidemic.

The entire Persian official community ran away, followed by everyone who could procure a mount, and as a result the villages were immediately affected. Business was at an utter standstill, and the only bright side was the heroic labours of the doctors of the Church Missionary Society, who fought the epidemic single-handed. Fortunately the cold weather was near, and by the end of December, after having run its course for about two months, with a loss of life aggregating perhaps 500, the epidemic ceased. Two salient points were brought out, *viz.*, the necessity of providing properly trained Persian doctors, and also the equal necessity of training the people to obey a few simple regulations for the preservation of their health.

Some months ago I made the suggestion that as mounted guards were paid to protect the caravan route to Bunder Abbas, it would be a good plan to utilise their services in connection with the post, which is at present carried on a donkey, and averages but 15 miles a day.

I have recently been informed officially that this improvement has been adopted and will be acted upon immediately. It has also been decided to run a post from Bam to Bampur (in Persian Baluchistan) on camels. Generally speaking there is a little improvement visible, but the rate of progress is extremely slow.

STATEMENT showing Fluctuations in Foreign Exchange during Year March, 1904, to February, 1905, as supplied by the Manager of the Imperial Bank of Persia.

	Average Rates during Month.	
	Per 100 Rs.	Per 1*l.*
	Krans.	Krans.
1904 March...	387·25	56·25
„ April	388·50	57·15
„ May	389·15	57·40
„ June	392·8	58·55
„ July	396	59
„ August	396	59
„ September	396	59
„ October	396	59
„ November	399	59·80
„ December	413·60	61·25
1905 January	423·25	62·65
„ February	430	64·25

The rates of transport from the coast to Kerman have averaged 100 krans, or 25 rs. per 650 lbs.; to the coast the cost has averaged 45 krans, or 11 rs. 4 a. per 650 lbs.

During the summer of 1904, the copper mines to the south of Kerman were visited by a British mining expert, who was most favourably impressed by their possibilities. However, until the country is somewhat more developed as regards communications, it is to be feared that the cost of transport would eat up all profits. At the same time the mines are not very far from the coast, and if the Persian Government were to favour the enterprise, the results might be satisfactory. The lack of fuel can, it would appear, be surmounted by the use of water-power.

The Hindu colony during the past year has been most prosperous. I anticipate that the stationing of a British agent at Bam will result

in British Indian merchants taking up their residence at that centre. There is an excellent opening for more British Indian subjects in the province.

The year under review has witnessed a marked increase in prosperity and position among the Zoroastrians or Parsis. For a considerable period I have been endeavouring to enlist the sympathies of their rich co-religionists at Bombay. One of these, Sir Dinshaw Petit, Bart., has now made a most munificent offer, by which he educates, entirely at his own expense, six Parsi boys per annum. These lads will be trained as carpenters, ironworkers, &c., for five to nine years, and will then be bound to reside in the Kerman province for a fixed period. It is to be hoped that this farsighted scheme will leaven the entire Zoroastrian community and raise it in every way. As a sign of progress I may mention that the community has completed a fine pile of buildings, including a school, meeting room, &c.

As stated in my last report, statistics are best dealt with by the Bunder Abbas Vice-Consulate, which is under the jurisdiction of the Bushire Consulate-General, as the custom-house at that port is under Belgian management and issues reports drawn up on European lines.

APPENDIX **R-4.**

TRADE OF OMAN, BAHREIN AND THE ARAB PORTS IN THE PERSIAN GULF.

No. 4564-4570-C & T.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
SIMLA, the 29th August 1905.

TO THE SECRETARY TO THE BOMBAY CHAMBER OF COMMERCE.

SIR,—I am directed to forward, for the information of the Chamber, 10 copies of a Report on the condition and prospects of British Trade in Oman, Bahrein, and Arab Ports in the Persian Gulf, by Mr. H. W. Maclean, Special Commissioner of the Commercial Intelligence Committee of the Board of Trade.—I have, &c.,

J. CAMPBELL, Under Secretary to the Government of India.

COMMERCIAL INTELLIGENCE COMMITTEE.

Reports received from Mr. H. W. Maclean, the Special Commissioner appointed by the Committee to inquire into and report upon the Conditions and Prospects of British Trade in Persia, &c.

OMAN.

Muscat is the capital and principal port of the Sultanate of Oman. Caravans cannot readily approach it, and commerce with the interior passes through Mutra, lying in an adjacent bay. The population of these two towns may be 30,000, and that of the territory of Oman has been estimated at 800,000, chiefly Arabs. There are British, French and American Consuls, the last named being a British subject representing a trading firm and agent for the British India Steam Navigation Company; a French trader; a Russian trader; and British Indian subjects to the number of about 1,100.

The climate is tropical, dry with intense heat in summer, but pleasant during four winter months.

Statistics of Imports and Exports at Muscat are given in the Annual Trade Reports to the Indian Government of the Political Agent at Muscat. These statistics do not include merchandise carried in native sailing craft trading from the smaller ports of Oman. There has been no marked increase or decrease of trade in recent years.

Total Imports (excluding specie).

	£	
Average for three years to 1900	246,000	per annum
Do. do. 1903	253,000	„

Total Exports (excluding specie).

	£	
Average for three years to 1900	127,000	per annum.
Do. do. 1903	119,000	„

Imports.

Arms and Ammunition are imported direct from Europe. The Trade in 1895-6 amounted to only 16,000*l.* The imports in subsequent years have been:—

—	1896-7.	1897-8.	1898-9.	1899-1900	1900-1.	1901-2.	1902-3.
	£	£	£	£	£	£	£
British	80,000	90,000	20,000	35,000	78,000	44,000	27,000
Continental ...	5,000	10,000	6,000	5,500	12,000	11,000	13,000

The importation of firearms and ammunition into Persia and certain other territories in the Persian Gulf was prohibited in the end of 1897, but only a part of the quantities still imported into Muscat finds a sale in Oman, the bulk is sent in contraband to Persian Gulf ports.

There is no restriction imposed by the Sultan of Muscat on the importation or sale of these articles, but British and British Indian subjects participating in this trade at Muscat must furnish to the Political Agent the names and addresses of parties to whom they sell. This discourages them from engaging in the trade, for it is probable that legitimate sales made by them will be run by subsequent buyers in contraband to prohibited ports. Purchasers naturally prefer to deal with other traders on whom similar regulations are not imposed, and the import from France and Belgium through Marseilles is consequently steadily increasing, while import from the United Kingdom is declining.

This trade gives large profits in Muscat, and a French and a Russian trader are enabled to run businesses which, but for the regulation referred to, they would have difficulty in retaining in competition with our own traders. A recent consignment, mostly carbines, is reported to have been sold off at over Rs. 60 each piece (with 100 rounds ammunition), the cost c.i.f. Muscat being estimated at Rs. 35.

The traffic in arms is not now an important business, but by leaving it to foreign competitors we give them an opening to settle in Muscat, and being there perhaps to take part in other business which alone would not afford them maintenance.

Grain and Provisions.—Rice is consumed by all classes, and with other grains, spices and coffee forms the principal trade with India. Persia has usually supplied wheat, but owing to bad harvests in that country for some years past recourse has been had to India. Loaf sugar is little used, and soft sugar from Austria has held the market until recently, but Russian bag sugar, for which some orders have recently been placed through Bombay, is now offered at lower rates (about 11*s.* 6*d.* per cwt.), and appears likely to secure the market. Cane sugar is imported from Mauritius and India, but is not a large trade.

Textiles.—White shirtings are all of Manchester manufacture, but in greys the Indian mills supply a fair part, and American unbleached sheetings have a steady market. In printed cotton goods the demand

is for cheap light Manchester fabrics, check and stripe patterns predominating. Indigo dyed shirtings are in some demand for the mourning month of Muharram, which at present begins in March. Native weaving industries are of little account, and the trade in yarns is not important.

For woollen and silk goods there is only a limited demand.

A few articles of continental manufacture, probably from Bombay, are found in the bazaars of Muscat, but no information was obtained of direct business with the continent.

Exports.

Dates are the principal produce, and are sent down to the coast ports, where they are purchased and packed by the exporters. To fix the value for payment of customs duty all dates are auctioned on arrival at Mutra, and certain taxes and fines due from the proprietors in the interior are levied along with the duty. The ruling price in Muscat at the close of the packing season this year (January 1904) was 820 mahmoodieh per "bar." The "Fard" dates are mostly exported to America, where there is a steady demand for this kind only.

Statistics show a steady increase in export of dates, but the rainfall has failed in Oman during the last five years, and the palms are said to have suffered.

A few other fruits, particularly dried limes, are exported to India and Persia.

Cotton of good quality is said to have been formerly grown with success, but is not now exported.

Pearls and Shells.—Bahrein is now the head-quarters of the pearl fishing industry in these regions, and little business in either pearls or shells is done in Muscat. An oyster-bed is said to exist off the island of Masorah, beyond Sur, from which fine pearls were formerly obtained.

Fish.—There is a regular trade to India in sun-dried and salted fish, but no organised effort has been made to develope this industry, in which a good trade might be done. The waters of Oman abound in excellent fish, and Muscat harbour swarms with sardines and a sort of whitebait (matoot). The goldfish, tunny, and ray are abundant. The fishermen use both line and net, and wages are very low.

Coinage.

The Maria Theresa dollar is the usual medium of exchange in Oman. Specie operations in this coin are worked through Bombay. The only coin struck in the name of the Sultan is a copper pice (¼ anna), which has been issued in excess, and circulates at a fluctuating value to the inconvenience of the public, the present rate being 260 pice per dollar. The rupee is well known in the coast ports, and is current for many transactions in Muscat but does not penetrate far into the interior. The ratio of the rupee to the dollar (about Rs. 200 per $ 100 before the Indian Mints were closed to free silver) has been recently 130 to 140 rupees per 100 dollars, in January 1904 Rs. 131 per $ 100.

Prices are often quoted in mahmoodieh, a money of account only; 20 gad equal 1 mahmoodi, and 11½ mahmoodieh equal one dollar.

Weights.

The Muscat man equals 237 tolah (2⅔ tolahs=1 oz. troy).

24 kias = 1 Muscat man.
3 Muscat mans = 1 Delhi man.
10 „ „ = 1 Frasla.
200 „ „ = 1 Bar.

The kias is said to equal 6 reals or dollars in weight. There is also a bazaar man of 136 reals.

Freight.

Muscat is the only port of Oman at which steamers call. There is a weekly passenger and cargo service both to and from Bombay *via* Karachi by the British India Steam Navigation Company's Persian Gulf line. Average freight is Rs. 10 per ton, weight or measurement. The direct British lines to the Persian Gulf frequently call at Muscat on the outward trip—freight usually the same as for Gulf ports, or an average of 35*s.* per ton. Arms are shipped direct from England and Marseilles at about 6*l.* per ton freight.

Native sailing craft are now employed chiefly in the coasting trade, except from the port of Sur, where the Arab owners maintain a trade, only inferior to that of Muscat, with India and the African coast as far as Zanzibar, and even with Mauritius.

Course of Trade.

Quite four-fifths of the trade of Muscat is with India, and in the hands of British Indian subjects working through partners or agents

in Bombay. Indents for Manchester or other home goods are sent to those agents who place orders with shipping firms in Bombay (payment against bill of lading), and draw on Muscat at 21 days, *plus* commission (say 2 per cent.)

Cotton tissues and other manufactures suited to the climate and condition of the people of Oman can be supplied largerly from goods which are already manufactured for the Indian market, but the demand is of limited extent, and traders state, I think, with reason, that for the small indents made for any one commodity, it is more advantageous to place orders with Bombay shippers probably dealing in large quantities of the same goods than to deal direct with houses in Great Britain. The consignment of perhaps only a few bales is either transhipped on arrival in Bombay at once to Muscat, or if landed in India on declaration of re-export pays 1 per cent. transit duty (*plus* ¼ per cent. agent's commission). The Muscat trader sells locally in rupees or dollars, usually payable in instalments, concluded in about three months. Sales to the interior are in dollars cash delivery in Muscat, or frequently on credit to be liquidated by consignments of dates or other produce in their seasons.

Oman has commercial treaties with Great Britain, France and other Powers. I summarise the conditions of greatest interest to traders :—

Foreign merchants have liberty to trade and reside in the country and purchase or rent lands, houses, and godowns, and to import or export any article of commerce.

All imports are subject to customs duty of 5 per cent. *ad valorem*.

Exports are not subject to duty.

Merchandise imported into Muscat under declaration of re-export by the same owner within six months is not subject to duty in transit.

Dates and other produce from the interior are charged 5 per cent. duty on arrival at the Custom stations at the coast ports. This charge does not seem to be in keeping with treaty obligations, but is not complained of by our traders as a serious question, as traders of all nationalities submit to it.

The Customs were formerly farmed out at an annual rental, latterly amounting to $145,000, but since November 1899 have been administered for account of the Sultan, with the result, it is believed, of

an increase of revenue. There are customs ports at Muscat, Mutra, Sur, and other smaller ports, but the control exercised elsewhere than at Muscat and Mutra is lax, and only nominal at Sur, which serves the most populous and fertile districts of the Sultanate and is the port next in importance to Muscat. The Arab traders of Sur, many of them flying the French flag, pay only nominal duties, and consequently can afford to sell cheaper in inland markets than the British Indian traders of Muscat.

The development of trade with Oman is retarded by the insecurity of life and property inland. Merchandise is forwarded by large caravans with not less than 10 men in charge, under safe conduct of a man from each district traversed. The authority of the Sultan is little more than nominal beyond the coast ports, and tribal feuds and raids discourage agriculture and industry in the interior.

The simple wants and general poverty of the people offer only a limited field to foreign trade. Regular steamer service from Europe and India to Gulf ports has decreased the coasting trade formerly centring in Muscat. The inland frontiers, apparently bounded in great part by deserts, afford no access to more distant markets. Little seems to be known of the mineral resources of the interior, but some hold the country to be capable of considerable agricultural development. Behind the forbidding rock-bound coast there are reported to be wide and fertile valleys with fair water-supplies from the inland mountain ranges. When law and security take the place of the disorder which now prevails in the interior, there may be considerable increase in cultivation and industry, and consequently in purchasing capacity of foreign commodities.

BAHREIN.

The population of the two islands under the rule of the Sheikh of Bahrein is said to be about 70,000. Manameh is the capital and commercial centre. Foreign residents are—the Assistant Political Agent to H. B. M.'s Resident at Bushire, numerous British Indian subjects, and American mission with staff of five or six missionaries (usually including a male and lady doctor), a German trader, and until recently a French trader. There is a constant immigration from Persia, chiefly of the labouring classes.

The climate is exceedingly hot in summer, the most trying period being the damp heat from mid July to October, when the wet bulb

thermometer often registers 100° Fahrenheit. The months from November to April are temperate and pleasant, mid-winter even cold.

The rainfall is very scanty, and it has been surmised that the plentiful supply of spring water enjoyed by the island must be derived from sources far in the interior of the Arab mainland.

Statistics.

Trade statistics are published annually in H. B. M. Consular Reports for the Persian Gulf, and show that trade is increasing.

Total Imports (excluding specie.)

	£
Average for three years, 1895-97	341,000 per annum.
" " 1900-02	472,000 "

Total Exports (excluding specie).

	£
Average for three years, 1895-97	379,000 per annum.
" " 1900-02	534,000 "

Imports.

Cattle and Sheep are imported from Persia, as the islands do not rear a sufficient supply for food.

Coffee is used much more than tea by the Arabs. Brazilian coffee is displacing Indian, because cheaper. The average annual import of coffee for some years past has been about 7,000 cwt., and trade is increasing.

Textiles.—The largest business is in grey shirtings of Manchester and Bombay manufacture. American sheeting is also in demand in two qualities (Lamp and Hawk marks) at Rs. 110 to Rs. 120 per bale of 25 pieces of 38 or 39 yards. Indigo dyed shirtings are in some demand for the Muharram. Cotton prints are all cheap light fabrics from Manchester; spotted blue and white, red and white, and check patterns were most noted in the bazaars. The average annual import of cotton tissues has been from 50,000*l.* to 60,000*l.* in value, and the trade is increasing.

There is a limited but increasing demand for silk and woollen goods.

Grain and Provisions.—Rice is the most important import, large quantities being taken by the fishing fleets. The average annual import is 285,000 cwts. Wheat was formerly obtained

from Persia, but scarcity in that country in recent years has created a demand for Indian wheat.

Building Timber, carried mostly by sailing craft, now comes from British East Africa.

Tombac (not tobacco) is imported from Persia.

Exports.

Pearls.—Pearl fishing is the chief industry of Bahrein, and it is said that over 3,000 boats and 30,000 men collect for the fishing season. The Bahrein fleet is much the largest. Koweit also furnishes a strong fleet, and the smaller ports in the Gulf send their contingents. The fishing season is from May to September, and operations are carried on at many different places along the coast, the grounds being open to all comers under condition of conforming to traditional rules. The shells are collected by divers, opened by knife, and thrown overboard after removal of the pearls, which are disposed of in Bahrein to dealers, many of whom come up from India for the season. Freight to Bombay by mail steamer is one-half per cent. on value. The annual value of pearls exported is estimated at 350,000*l* to 400,000*l*.

Shells.—The trade in oyster shells, long neglected, is now attracting more attention; but the bulk of the shells brought to the surface have to be thrown overboard after search for pearls, as the boats cannot carry to market more than the shells collected during the last three or four days before returning to port. Those disposed of in Bahrein are mostly oyster shells; mussel and mother-of-pearls shell are more found in Persian waters.

Dates, chiefly from the mainland, are disposed of in India and Red Sea-ports.

The average annual export is about 60,000 cwt.

Horses.—A few horses, also from the mainland, are sent to India.

Textiles.—The weaving of sail cloth is a small native industry, in which Bombay yarns are employed.

Customs.

The Customs are farmed out for an annual rental of about 10,000*l*. Customs duty is 5 per cent. *ad valorem*.

Coinage.

The Maria Theresa dollar is the currency of the Arab mainland, and transactions with Bedouins are usually based on it. The Indian rupee is, however, in general use in the islands, and the employment of it for both quotations and payments is steadily extending. The Indian subsidiary silver coins are widely used for divisional money. The Turkish lira (gold) is also frequently employed as a means of effecting payments.

Large quantities of rupees and dollars are needed every year by the pearl dealers during the fishing season, and are imported from Bombay. They filter back to India through the coast ports of the Gulf in payment for imported commodities. In good pearl seasons handsome profits used to be made on these specie operations, but the regular weekly steamer service now tends to keep margins nearer the actual cost of transmitting coin.

Weights and Measures.

Weights are—

1 Rubaa = 4·114 lbs. avoir.
1 Man = 57·6 lbs. avoir.
1 Rafaa = 576 lbs. avoir.

The lineal measure in the bazaars is a yard of 18¾ inches.

Course of Trade.

Rice and other provisions, which form a very important part of the imports, are necessarily supplied from India, and as the piece-goods trade is only beginning to acquire fair proportions, nearly all business is done through Bombay and falls largely to British Indian traders with agents or correspondents there. The regular steamer service with Bombay at low fares for deck passages has been availed of by many petty traders to make selection of goods there personally.

The prosperity of Manameh as a trading port is not due to demand from the limited area and small population of the islands of Bahrein, but chiefly to its position as the rallying point of the pearl fishing fleets of the Gulf, which lay in supplies and dispose of pearls there during the fishing season, and before dispersing for home at its close provide themselves with stores for the winter.

The island markets of Arabia have as yet less influence on the trade of Bahrein, but it is in this direction that increase of commerce may

be looked for. Manameh is the natural emporium for commerce with El Katr and El Hassa. The coast towns of these districts have facile communication with Bahrein by sailing craft, but it is said to be difficult for ocean steamers to approach El Katif or Ujair, the two larger sea-ports from which caravan routes run to the inland parts of El Hassa, and in times of peace to Riadh and even more distant markets in the interior of Arabia. This incipient trade, mostly piece-goods business, is at present constantly blocked by local wars and feuds, but is persistently renewed when circumstances permit, and some day may develop into an important commerce with these wide but little known regions.

There is some trade with ports on the opposite Persian coast, such as Kangun and Tahiri, which are more accessible to sailing craft from Bahrein than Bushire.

KOWEIT.

The channel and inner harbour of Koweit have been buoyed recently by the British India Steam Navigation Company. The steamers of their Persian Gulf line from Bombay have maintained a regular service at this port since the summer of 1901, and now call fortnightly. The frequent over-carrying of cargo on account of rough weather in the outer bay, which has been hitherto a source of much inconvenience, should in future be less experienced.

A strong fleet is sent to the pearl fishing, but both pearls and shells are disposed of in Bahrein. Some hides and skins are exported to India, and lamb skins are bought for the Russian market.

Rice is largely imported from India, also other grains, spices, and coffee. The demand for textiles, chiefly cotton piece-goods, is partly for account of Busreh, to which goods are forwarded overland from the Core Abdullah.

All business is done through Bombay, as at Muscat and Bahrein. Trade to inland parts of Arabia is hampered by the disturbed state of the country.

An interest attaches to this port as a possible terminus for the projected Bagdad Railway, but the town itself is not likely to be that terminus, as it is on the further side of the bay from Busreh, with a wide expanse of shallow water in front, while on the north side of the bay the deep water is said to come nearer shore, and to be of much greater extent.

PIRATE COAST.

The ports of the Pirate Coast, such as Sharkah, Debai, Abu Dhabi, at present trade chiefly with Lingah, the nearest port of call for ocean steamers. Sailing craft from these ports can generally both make Lingah and return therefrom on the prevailing wind. Steamers occasionally call at Debai, lying in an open bay with indifferent anchorage.

Pearls and shells are the chief source of wealth of these coast villages, and are disposed of in Bahrein or Lingah.

Rice, wheat, ghee, spices, coffee, and other provisions from India, and in textiles, grey and white shirtings and cheap Manchester prints of light fabric, with some canvas and coir rope for the sailing craft, are the principal imports.

The Maria Theresa dollar is used as currency, but the rupee is almost as well known.

The area supplied from these ports is sparsely populated, and with the exception of some trade with the northern parts of Oman, there does not appear to be outlet for an extensive commerce.

CHAMBER of COMMERCE,

BOMBAY, 22nd September 1905.

THE UNDER-SECRETARY to the GOVERNMENT OF INDIA,

DEPARTMENT of COMMERCE and INDUSTRY, Simla.

SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 4564-4570 C. & T., dated 29th ultimo, and to convey to you their thanks for so kindly sending them 10 copies of the Report on the condition and prospects of British trade in Oman, Bahrein, and Arab Ports in the Persian Gulf by Mr. H. W. Maclean, Special Commissioner of the Commercial Intelligence Committee of the Board of Trade.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

APPENDIX R-5.

DUTIES LEVIED IN AFGHANISTAN.

No. 3147.

GOVERNMENT OF INDIA.

COMMERCIAL INTELLIGENCE DEPARTMENT.

CALCUTTA, the 25th October 1905.

From FREDERICK NOEL-PATON, Esq.,
DIRECTOR-GENERAL OF COMMERCIAL INTELLIGENCE,
To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I have the honour to state, for the information of the Chamber that I am in the possession of certain information regarding dues levied in Afghanistan on goods entering that country from India, which I shall be glad to communicate in respect of any class of goods in which Indian Firms are interested.

2. I must, however, add that, although every care has been taken in the collection of this information to ensure that it is correct, I am unable to guarantee its entire accuracy.—I have, &c.,

FREDERICK NOEL-PATON.

CHAMBER OF COMMERCE,
BOMBAY, 4th November 1905.

The DIRECTOR-GENERAL of COMMERCIAL INTELLIGENCE,
GOVERNMENT OF INDIA, Calcutta.

SIR,—I have the honour to acknowledge with thanks your letter No. 3147 of the 25th October, and am directed to say that the members of the Chamber have been advised of your offer of information regarding dues levied in Afghanistan. Should any enquiries be made on the subject they will be duly communicated to you.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

CHAMBER of COMMERCE,
BOMBAY, 17th November 1905.

The DIRECTOR-GENERAL of COMMERCIAL INTELLIGENCE,
GOVERNMENT of INDIA, Calcutta.

SIR,—Referring to your letter No. 3147 of the 25th ultimo on the subject of the dues levied in Afghanistan on goods entering that country from India, I am to say that the Committee have received

an enquiry from a member of this Chamber regarding dues levied on Indian Tea entering the Amir's dominion, I shall therefore be obliged to you if you will be so good as to furnish me with the necessary particulars.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

No. 4151.

GOVERNMENT OF INDIA.

COMMERCIAL INTELLIGENCE DEPARTMENT.

CALCUTTA, 27th November 1905.

From D. SHEARME, Esq., I.C.S.,

ASSISTANT DIRECTOR of STATISTICS,

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter of the 17th instant, and to enclose a statement shewing the duties levied by His Highness the Amir on tea entering Afghanistan by the three routes :—

Peshawar—Kabul,
Quetta—Kandahar,
Dera Ismail Khan—Ghazni,

so far as they have been ascertained.—I have, &c.,

DAVID SHEARME.

DUTIES LEVIED BY HIS HIGHNESS THE AMIR ON TEA EXPORTED FROM INDIA TO AFGHANISTAN.

I.—Via *Peshawar and the Khyber Pass to Kabul.*

Price at Peshawar	Inferior Rs. 288 Superior Rs. 960	*Tea Inferior.*	*Tea Superior.*
„ „ Kabul	Inferior Rs. 480 Superior Rs. 1,320	Per camel load of 6 standard maunds.	

	Rs. a. p.	Rs. a. p.
Dues levied at Peshawar—		
Kafila bashi due	1 1 0	1 1 0
Arat at 1 per cent. *ad valorem* on Peshawar prices	2 14 0	9 9 0
Dues levied at Dakka with Seraidari dues	4 4 0	4 4 0
Dues levied at Kabul—		
Goshi due	6 8 0	.....
2½ per cent. *ad valorem* on Kabul prices	12 0 0	52 0 0
Fixed duty	.....	50 0 0
Total ...	26 11 0	116 14 0

* Duty per lb. ... ... as. ·8 as. 3·8

Incidence per cent. *ad valorem* on Peshawar prices ... ... 9 p. c. 12 p. c.

II.—Via *Bolan Pass and Quetta to Kandahar.*

Price in India (at Bombay) at 8 as. per ratal = ½ seer per camel load = 840 Kandahari Rs. = 240 British Rs.

† Camel load of 6 standard maunds.

Price at Kandahar = 1,800 Kandahari Rs. but dues are calculated on 1,000 Kandahari Rs. (= Rs. 285-11-5 British) which is supposed to be the price at the Kandahar custom house.

	Kandahari Shahis. Rupees.	British Rs. Rs. a. p.
Dues—Sair ½th *ad valorem*	125—0 =	35 11 5
Kafila bashi (2 Kabuli Rs. per load)...	3—4 =	0 15 4
Dallali (2 Kandahari Rs. p. c. *ad val*) .	20—0 =	5 11 5
Karim chapar (4½ Kabuli Rs. per load)	7—6 =	2 2 3
Du Pesagi (2 pice per Kandahari Rs. *ad valorem*)	55—6 =	15 13 9
Rezash (5 Kandahari Rs. p c. *ad valorem*)	50—0 =	14 4 6
Daho-yak 10 p. c. of total	26—2 =	7 7 7
Total ...	287—6 =	82 2 3

* Duty per lb. .. .. as. 2·6

Incidence per cent. *ad valorem* on its price in India ... 34·2

III.—Via *Dera Ismail Khan and the Gomal Pass to Ghazni.*

Price of a load in India at Rs. 60 per 50 seers or Rs. 384 (British) per camel load.

Price at Ghazni—

1,350 Kabuli Rs. cash = 675 British Rs.

1,500 Kabuli Rs. credit... = 750 British Rs.

† Per camel load of 8 standard maunds.

* The duty per lb. shewn above is approximate only. As some of the dues levied are *ad valorem*, the amount paid will depend on the current price or valuation of the tea.

† But of the 8 maunds, 9 seers 12 chataks is taken by custom house office as a fee for weighing the load, and a further 39 chataks is taken when the tea is sold by importers to shop-keepers. The two together are equal to practically 12 seers value about 24 Kabuli Rupees = 12 British Rupees.

Amount on which dues are levied is 1,200 Kabuli Rs. = (Rs. 600 British.)	Kabuli Shahis. Rupees.	British Rs. Rs. a. p.
Dues—Banderi (4½ Kabuli Rs. per load) ...	4—6 =	2 4 0
Chihil-o-yak (2½ p. c. of estimated price)	30—0 =	15 0 0
Jadidi (100 Kabuli Rs. per load) ...	100—0 =	50 0 0
Soshi (13 „ „ „) ...	13—0 =	6 8 0
Nim Shahiji (½Shahi on Kabuli Rs.)	50—0 =	25 0 0
Pesagi (1 pice on Kabuli Rs.) ...	20—0 =	10 0 0
Kata wazi (2 Kabuli per load) ...	2—0 =	1 0 0
Kafila bashi (ditto)	2—0 =	1 0 0
Dallali (1 Kabuli Re and 1 Abbasi p. c.)	16—0 =	8 0 0
Daho-yak (10 p. c. of total except Banderi)	23—3 =	11 8 0
Total ...	260—9 =	130 4 0
* Duty per lb....		as 3·1
Incidence per cent. *ad valorem* on the price in India. ...		34

APPENDIX R-6.

CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

OXFORD COURT, CANNON STREET,
LONDON, E.C., 20th April 1905.

The SECRETARY, BOMBAY CHAMBER of COMMERCE.

Sixth Congress of Chambers of Commerce of the Empire, 1906.

DEAR SIR,—The considerable success which attended the Fifth Congress of Chambers of Commerce of the Empire, held in Montreal in the Autumn of 1903, has induced the Council of this Chamber to convene the **Sixth Congress to be held in London** towards the end of **June 1906.**

That these Congresses are fulfilling a useful function is proved by the manner in which the various Chambers in different parts of the Empire have come forward in numbers increasing with every meeting to participate in the gatherings; and in this connection I may

* The duty per lb. shewn above is approximate only. As some of the dues levied are *ad valorem*, the amount paid will depend on the current price or valuation of the tea.

mention that, although the Fifth Congress was held some 3,000 miles from the Metropolis, yet the number of Delegates reached over 500—a total never before attained.

Great progress has been made in many matters dealt with at the last Congress, and it is satisfactory to note that in all the representations made to H.M. Government consequent on the resolutions passed, the Organising Committee has generally had the sympathetic ear of H.M. Ministers who have endeavoured to promote the Trade and Commerce of the Empire by a due consideration of the representations and suggestions contained in the various resolutions submitted to them.

I am now writing to invite your Association to participate in the Sixth Congress, and although it may yet be too early for you to select your Delegates, I send you nomination form for this purpose, leaving your Association to return the same duly filled up at your convenience. I should, however, in the first place like to know as soon as you have an opportunity of consulting your Governing Body on the matter, **whether your Association accepts the invitation to participate in the Congress,** leaving the question of the actual Delegates for future consideration.

I should like to call your attention, however, when making the nomination to the importance of selecting delegates **who are actually residents in and connected with the trade of your particular district,** avoiding as far as possible the nomination of London merchants, as this rather defeats the object of these Congresses, which aim at bringing into closer commercial and social relations representative business men of the Colonies and the Home Country.

With regard to the business programme I should be glad if at your early convenience you will consider whether your Chamber desires to submit resolutions on any commercial subject **of other than local importance,** and in this connection I send for your guidance the list appended, although this must be taken as entirely suggestive, the Committee not wishing to in any way limit the area of the discussions, but reserving to themselves the right to decline any resolution which they may consider of minor importance or for other reasons.

1. Commercial Relations between the Mother Country and Her Colonies and Dependencies.

2. Inter-Colonial Trade Relations.
3. Foreign and Colonial Bounties.
4. Foreign Competition.
5. Boards of Labour Conciliation and Arbitration.
6. Codification of the Commercial Law of the Empire.
7. Bills of Exchange: Uniform Procedure.
8. Bills of Lading Reform.
9. Commercial Education.
10. The Decimal System of Weights, Measures, and Currency.
11. Light Dues.
12. Railways; Light Railways; Railway Communication with India and the East.
13. Secret Commissions.
14. Arbitration for International Disputes.
15. Imperial Trade Marks Registration and Patent Law.
16. Cable Communication, Construction, Rates, Codes.
17. Steamship Communication; Rates, Subsidies, War Risks; Contraband of War, Insurance.
18. Closer connection between Governments and Chambers of Commerce by establishment of Commercial Advisory or Consultative Councils, Home and Colonial.
19. Supply of Government Publications to Chambers of Commerce and Mutual Interchange of Documents.
20. Representation of United Kingdom in Colonies, and in other parts of the Empire for the promotion of mutual trade.
21. Appointment of an Imperial Council to consider commercial questions of Imperial interest.
22. Copyright.
23. Municipal Trading.
24. Sugar Bounties.
25. Defences of the Empire.
26. Merchandise Marks.

Invitations, similar to this, have been forwarded to the whole of the Associations whose names are appended hereto, and in the event of your being aware of the existence of a Chamber of Commerce or similar Commercial Association not included in this list in any part of the Empire (and especially in your neighbourhood), I am to ask you to be good enough to kindly transmit an indi-

cation of its style and address to me, by an early mail, in order that the Organising Committee may consider the desirability of extending an invitation to such bodies.

I may mention that no financial liability will be incurred by any Chamber taking part in this Congress.—I am, dear Sir,

Yours faithfully,
KENRIC B. MURRAY, Secretary.

CHAMBER of COMMERCE,
BOMBAY, 27th May 1905.

The SECRETARY, LONDON CHAMBER of COMMERCE,
OXFORD COURT, CANNON STREET, London, E. C.

Sixth Congress of Chambers of Commerce of the Empire, 1906.

DEAR SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your printed letter, dated 20th April 1905, on the subject of the Sixth Congress of Chambers of Commerce of the Empire, which it is proposed to hold in London towards the end of June 1906.

In reply I am to say that this Chamber will be pleased to accept your invitation to participate in the Congress and to nominate a Delegate at a later date. The Committee will also address you again with regard to one or two matters which this Chamber would like to bring forward for discussion, notably the provision in the Indian Merchandise Marks Act which requires all Foreign Goods to be marked with the Country of Origin—a procedure which has tended to divert trade from British Merchants to Foreign competitors. The question, you may remember, was discussed at the Congress of Indian Chambers of Commerce held in Calcutta in January of this year.

In the "List of Commercial Associations invited to take part in the Sixth Congress," received with your letter under acknowledgment, the Committee notice that the Bengal and Madras Chambers of Commerce are not mentioned.—I am, etc.,

C. J. MICHAEL, Acting Secretary.

CHAMBER of COMMERCE,
BOMBAY, 10th August 1905.

The SECRETARY, LONDON CHAMBER of COMMERCE.

Sixth Congress of Chambers of Commerce of the Empire, 1906.

DEAR SIR,—Referring to your printed letter of the 20th April and my reply, dated 27th May, I am now instructed to say that Mr. C. H. Armstrong (of the Firm of Messrs. Lyon & Co., Bombay) has, at the invitation of my Committee, of which he is Chairman, been pleased to consent to attend the Conference as a delegate on behalf of the Bombay Chamber of Commerce.

With regard to the Indian Merchandise Marks Act and the provison alluded to in my previous letter, the Committee have since been informed that the question has been favourably considered by the Government of India, and that they understand instructions will in due course be issued modifying the present requirements that foreign-made goods must be marked with the Country of origin. It is proposed to rule that the Customs Authorities should in future accept as sufficient some general mark such as "Foreign Make."

In these circumstances, it will not be necessary for the Bombay Chamber to deal with this particular matter at the London Conference, and my Committee have no other point to bring forward at the forthcoming Congress.—I am, etc.,

J. B. LESLIE-ROGERS, Secretary.

OXFORD COURT, CANNON STREET,
LONDON, E.C., 9th November 1905.

The SECRETARY, BOMBAY CHAMBER OF COMMERCE.

Sixth Congress of the Chambers of Commerce of the Empire, July 1906.

DEAR SIR,—Referring to my circular letter to you of the 20th April last, I beg to inform you that the various Chambers of Commerce of the Empire are coming forward rapidly with expressions of their desire to take part in the Sixth Congress, and there is every indication that the gathering will meet with the full measure of success which has attended former Congresses. The Committee have recently met and have decided that the Congress shall take place during the week commencing 8th July 1906; the exact date, however, will be announced later.

The ever-increasing attention which is given to the deliberations of these Congresses, both by the Public Press and the Departments of His Majesty's Government, makes it all the more necessary that an important programme of resolutions should be arranged for discussion.

The Organising Committee, therefore, wish me specially to ask your Association to carefully consider whether you will not submit a resolution or resolutions on any subject of Inter-Imperial importance to the commercial community represented by the Congress.

It is particularly desired by the Committee that each of the Chambers participating will in the interests of the whole, make a special effort to provide a varied and useful programme by framing their opinions on any subjects which are of a nature to develop and draw closer the various parts of the Empire, and sending their views in as a basis for discussion in the shape of specific resolutions.

It will be necessary to close the programme in sufficient time to allow of its being printed and discussed before the Congress by the participating Chambers, many of which are in far distant parts of the Empire, and who, for this reason, may wish to give special instructions to their delegates as to their attitude on the chief items of the programme.

The Committee have therefore decided that the latest date for receiving resolutions shall be the 1st February 1906, and I shall therefore be glad if you will kindly send me in the resolutions which are to stand in the name of your Chamber as early as possible but not later than the date mentioned.

To facilitate your selection I send the following list of subjects which my Committee put forward suggestively as suitable for discussion, but they do not in any way wish to confine the participating bodies to these subjects, and would equally welcome other topics, provided they be of other than local importance.

1. Commercial Relations between the Mother Country and her Colonies and Dependencies.
2. Defences of the Empire.
3. Inter-Colonial Trade Relations.
4. Appointment of an Imperial Council to consider questions of Imperial interest.

5. Foreign and Colonial Bounties and Subsidies.
6. Foreign Competitions.
7. Boards of Labour Conciliation and Arbitration.
8. Codification of the Commercial Law of the Empire ; Bills of Exchange—Uniform Procedure ; Imperial Trades Marks Registration and Patent Law.
9. Arbitration for International Disputes.
10. Light Dues.
11. The Decimal System of Weights, Measures and Currency.
12. Commercial Education.
13. Cable Communication ; Construction, Rates, Codes.
14. Steamship Communication ; Rates, Charter Parties, Bills of Lading, Subsidies, War Risks, Contraband of War, Insurance.
15. Railways : Railway Communication with India and the East.
16. Closer connection between Governments and Chambers of Commerce by establishment of Commercial Advisory or Consultative Councils, Home and Colonial.
17. Supply of Government Publications to Chambers of Commerce and Mutual Interchange of Documents.
18. Imperial Penny Postage.
19. Representation of United Kingdom in Colonies and in other parts of the Empire for the promotion of mutual trade.
20. Copyright.
21. Municipal Trading.
22. Merchandise Marks.

If you have not yet replied to this Chamber's invitation to participate in the Congress, perhaps you will kindly at once fill in the form attached and return it to me, with any further observations you may have to make in regard to the Congress.

Yours faithfully,

KENRIC B. MURRAY, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 4th January 1906.

The SECRETARY,
LONDON CHAMBER OF COMMERCE (INCORPORATED),
OXFORD COURT, CANNON STREET, London, E.C.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge with thanks your circular letter of the 9th November last on the subject of the Sixth Congress of the Chambers of Commerce of the Empire.

In reply I am to state that my Committee have no particular Resolutions to submit for discussion on the occasion; but on behalf of the Chamber they will be pleased to accept your invitation to participate in the Congress, and have nominated Mr. C. H. Armstrong, their Chairman, to attend the meeting on the 8th of July next. —I am, etc.,

J. B. LESLIE-ROGERS, Secretary.

APPENDIX S.

THE PARIS SANITARY CONVENTION.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 4th August 1905.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—My Committee are considering the question of Hongkong joining the Paris Sanitary Convention, and I have been directed to write to ascertain your views as to the probability of your port becoming a party to the Convention.

The Committee of this Chamber are more or less in favour of the Convention, but Hongkong being principally a Shipping Port, it is absolutely necessary that the Quarantine measures obtained at the principal ports east of Aden should be as uniform as possible.

An early reply will be esteemed.—I am, etc.,

J. E. BINGHAM, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 4th September 1905.

The SECRETARY,
HONGKONG GENERAL CHAMBER OF COMMERCE, Hongkong.

SIR,—I am directed to acknowledge receipt of your letter of the 4th August, regarding the Paris Sanitary Convention, and to say that my Committee have not hitherto received any official communication on the subject, but they understand that the Government of India have subscribed to the Plague regulations but not to those relating to Cholera.

The relaxation of the Venice Convention rules regarding incubation and quarantine will, it is felt, be an advantage to the shipping of this port, while the regulations as to rats gaining an entrance to ships in docks are not considered onerous, though whether they will be effective cannot yet be ascertained. The whole subject is a matter for Government consideration, but should any further information be placed at the disposal of this Chamber, it will immediately be communicated to you.— I am, etc.,

J. B. LESLIE-ROGERS, Secretary.

APPENDIX T-1.

TIMBER: TOWN DUTY CHARGE.

CHAMBER OF COMMERCE,
BOMBAY, 1st March 1905.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT, BOMBAY.

SIR,—The attention of the Committee of the Bombay Chamber of Commerce has been called to the practice which prevails in the Bombay Customs House of including the Town Duty charge of 2½ per cent. *ad-valorem* in order to ascertain the real value of Timber for Imperial Duty.

The Committee have made enquiries at other Indian Sea Ports and they find that in Karachi it is not the practice to include Octroi Duty when declaring the value of Timber for Imperial Duty. The same

system prevails in Madras. In Calcutta there is no Town Duty on Timber nor is there any Municipal Import Duty or tax of any kind levied upon the article. The Customs Duty is charged on the Invoice value and the Invoices have to be produced at the Custom House.

It seems to the Committee that the practice followed in Bombay is incorrect and vexatious, and in the belief that it is not, strictly speaking, the intention of Government that the charge for Town Duty should be included in order to ascertain the real value for Customs purposes, I have the honour, under their instructions, to beg that His Excellency the Governor in Council may be pleased to represent the matter to the Government of India with a view to orders being issued to amend the procedure of the Bombay Custom House on the lines followed at other Indian Ports.—I have, etc.,

C. H. ARMSTRONG, Chairman.

C. J. MICHAEL, Acting Secretary.

No 2529 of 1905.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 27th March 1905.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—With reference to the Chamber's letter, dated 1st March 1905, on the subject of the practice prevailing in the Bombay Custom House of taking into account the Town duty in order to ascertain the value of timber for Imperial duty, I am directed to state that under instructions from the Supreme Government, the Collectors of Customs, Bombay and Karachi, have been directed to discontinue, if it is at present followed, the practice of including Municipal and other local taxes in the values of imported articles, both for tariff and trade valuation purposes.—I have, etc.,

G. F. KEATINGE, Under-Secretary to Government.

CHAMBER OF COMMERCE,

BOMBAY, 31st March, 1905.

The UNDER-SECRETARY TO GOVERNMENT,

REVENUE DEPARTMENT, BOMBAY.

SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 2529, of 27th

March 1905, on the subject of the practice prevailing in the Bombay Custom House of taking into account the Town duty in order to ascertain the value of timber for Imperial duty.

I am to convey to Government the thanks of the Chamber for their prompt compliance with the Committee's suggestion in this matter.—I have, etc.,

C. J. MICHAEL, Acting Secretary.

APPENDIX T-2

COTTON SEED.

MUNICIPAL LICENSES IN RESPECT OF STORAGE.

CHAMBER OF COMMERCE,

BOMBAY, 18th March 1905.

The SECRETARY TO GOVERNMENT,

GENERAL DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to invite attention to the correspondence ending with your letter No. 3826 of 23rd July 1904, with reference to the suggestion of the Chamber that the provisions of Sections 394 (1) (a), Schedule M of the City of Bombay Municipal Act, 1888, should be so amended as to exclude the storage of Cotton Seed from the obligation of a license and a license fee.

In the letter quoted above, it was stated that Government would be prepared to consider an amendment with this object "when any portion of the Act next comes under amendment."

The Committee of the Chamber understand that a "Bill further to amend the City of Bombay Municipal Act, 1888," is now under discussion, and I am accordingly to beg that the suggestion of the Chamber in regard to Cotton Seed may receive the favourable consideration of His Excellency the Governor in Council.—I have, &c.,

C. H. ARMSTRONG, Chairman.

C. J. MICHAEL, Acting Secretary.

No. 1663 of 1905.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 24th March 1905.

To the CHAIRMAN, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 18th instant, and to state that it will be laid before Government.—I have, etc.,

A. R. KING, for Secretary to Government.

No. 2109 OF 1905.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 14th April 1905.

To the CHAIRMAN, CHAMBER OF COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 18th ultimo, I am directed to state that the Bill to amend the City of Bombay Municipal Act, 1888, which is now under the consideration of Government, is of a special character and that H. E. the Governor in Council regrets that the amendment of Schedule M, of the Act asked for cannot be included in it.—I have, etc.,

J. SLADEN, Acting Secretary to Government.

APPENDIX U.

METEOROLOGICAL INFORMATION.

CHAMBER OF COMMERCE,
BOMBAY, 31st March 1905.

The following Notification, recently published by the Meteorological Reporter to the Government of India, Simla, regarding the issue of a Daily Telegraphic Summary of the Weather Conditions prevailing throughout India, is re-printed and circulated for the information of members of the Chamber.

C. J. MICHAEL, Acting Secretary.

NOTIFICATION.

It is notified for public information that, with effect from the 1st April 1905, the following changes will be made in the method of publishing the daily telegram issued by the Meteorological Department

of the Government of India which gives a summary of the weather of the previous day and a brief forecast for the following twenty-four hours:—

(1) The length of the telegrams will be materially shortened by the omission of details of purely scientific interest.

(2) The telegrams instead of being despatched from Simla about 2 P.M. as hitherto will be despatched about an hour-and-a-half earlier.

(3) Telegrams to newspapers and Government officers instead of being treated as 'ordinary' as heretofore will in future be dealt with as 'urgent.'

(4) At important places to which the telegram is separately despatched, a copy of the telegram will, on receipt, be posted up at the Telegraph Office for public information.

(5) In place of the present practice by which the telegram is sent free of charge to certain selected newspapers, it will now be supplied on payment to any newspaper in India which is willing to subscribe. The charge for any newspaper, private individual or association willing to subscribe will be:— Monthly Rs. 10, Daily 6 annas.

(6) Applications for these telegrams should be addressed to the Meteorological Reporter to the Government of India, Simla.

No. 598.

ALIPORE (CALCUTTA), the 1st February 1905.

The SECRETARY of the CHAMBER of COMMERCE, Bombay.

SIR,—I should be greatly obliged if you could give me the view of the Chamber of Commerce in relation to the earlier provision of daily meteorological information. The "Weather Chart of the Bombay Presidency" of which a copy is enclosed is sent to press at about 10 hours (Bombay time) and is returned from press in type at about 12 hours 30 minutes; the printed copies are then distributed.

2. It would appear unfortunate that at times when the weather information is anxiously awaited it should be lying inaccessible for 2½ hours and I would suggest the desirability of some arrangement for posting at 10-15 in some convenient place or places a manuscript or type-written copy of the "summary" for the day which is now given at the end of the daily weather report.

3. I imagine that such publication would be likely to have a decidedly prejudicial effect on the circulation of the daily weather report and before its adoption can be fully considered, I should be very glad to have the views of the Chamber of Commerce on the following points :—

(*a*) The extent to which this earlier publication of weather information would be useful and be appreciated.

(*b*) The extent to which it is likely that the circulation of the present daily weather report would be affected.

(*c*) If the proposal be considered useful, whether two notice boards at (1) the Floral fountain at the foot of Church Gate Street and (2) the Sharebrokers' Association, Dalal Street, would meet the demand in the most suitable manner.

(*d*) Whether it would be desirable for these proposals to take effect from 1st June to 31st October in each year, or for some longer period, or for the whole year.—I have, etc.,

GILBERT T. WALKER.
Meteorological Reporter to the Government of India and Director General of Indian Observatories.

CHAMBER OF COMMERCE,
BOMBAY, 16th February 1905.

DR. GILBERT T. WALKER, M.A., SC.D., F.R.S.,
METEOROLOGICAL REPORTER TO THE GOVERNMENT OF INDIA,
Alipore (Calcutta).

SIR,—In reply to your letter of the 1st instant, I have the honour, by direction of the Committee of the Bombay Chamber of Commerce, to say that they question whether the earlier publication of the information you speak of would be of any real use, seeing that firms and others specially interested in weather news get telegraphic reports from their own agents up-country. For this reason it does not appear to the Committee that the circulation of the daily weather report would be injuriously affected by publication in the manner you propose, and I am to say that if it be resolved to make such publication it would probably be sufficient to affix the notice outside the Central Telegraph Office, beginning at 1st June and ending 31st October.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX V.

MOTOR VEHICLES IN THE DOCKS.

CHAMBER of COMMERCE,

BOMBAY, *8th June* 1905.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am instructed to acknowledge the receipt of your memorandum No. 2758 of 24th May, with which you forward copies of Trustees' Circular No. 4, dated 12th idem, regarding the following addition to the by-laws for the regulation and management of the Port Trust Docks:—

"105A. No motor vehicle shall be driven along or upon any of the roads or wharves within the enclosure of any Dock, or be allowed within any such enclosure except when brought for purposes of exportation or importation."

2. Since the issue of this Circular it has been brought to the notice of the Committee that it would be a hardship on the trade if the order were to apply to motor lorries which are now, they understand, intended to be used to some extent in the Docks by mercantile firms, for the purpose of facilitating shipments; and I am to beg that, if it is the intention of the Port Trustees to include these lorries under the rule referred to, the restriction might be reconsidered in the interests of the trade of the Port. Should there be special reasons why this cannot be done, my Committee will be glad to be favoured with further particulars.

3. I may mention that the length of a lorry is less than the length of two ordinary bullock carts with bullocks attached, and that the contents of one lorry are about equal to the contents of six bullock carts; also that a lorry carrying say 5 tons has done as many as 17 trips a day between the grain godowns and the Docks.—I have, etc.,

C. J. MICHAEL, Acting Secretary.

No. 3332.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 29th June 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—Referring to your letter, dated 8th instant, on the subject of the recent by-law made by the Trustees excluding motor vehicles from the Docks, I am directed to say that the proposal to frame regulations on the subject originated in a remark by the Inspector employed by the Bombay Association of Fire Insurance Agents referring to the risk of allowing motors in the Docks.

2. Inquiries on the subject had recently been made at home and the rules in force at Bristol, which were reported to be practically the same as those in force at Liverpool, were in the possession of the Board. These rules were framed by the Fire Offices' Committee, and provide that every motor car in which liquid fuel is used for internal combustion (*i.e.*, as a motive force) shall be prohibited from entering the Dock premises.

3. The risk being thus recognized the Trustees felt bound to take similar precautions against it, and the by-law was framed and approved by Government on 11th May 1905 after due notification in the *Government Gazette* of 20th and 27th April and 4th May 1905.

4. The Trustees fully recognize however that it is desirable to encourage the use of motor lorries for economy in the transport of produce and if the Fire Insurance Companies consider they can be admitted to the Docks without risk, the Board are prepared to modify the rule subject to the requirements of the convenience of working of the traffic on the wharfs.

5. The question will accordingly be referred to the Fire Association for their opinion.—I have, etc.,

J. TYERS, Acting Secretary.

No. 4760.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 12th September 1905.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 3332, dated 29th June last, regarding the recent by-law passed by the Trustees excluding motor

vehicles from the Docks, I am directed to say the matter has since been referred to the local Association of Fire Insurance Agents and the Fire Offices' Committee, London, and has received the further consideration of the Trustees with a view to the modification of the regulation to allow of the admission of motor lorries to the Dock premises.

2. I am to forward a draft of the amended by-law and conditions under which it is proposed to admit motor lorries, and to say that the proposed amendment will now be submitted to Government for approval and publication in accordance with the provisions of the Port Trust Act.—I have, etc.,

J. TYERS, Acting Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 21st September 1905.

THE ACTING SECRETARY, BOMBAY PORT TRUST.

SIR,—I am instructed to acknowledge receipt of your letter of the 12th instant, together with the draft copy of the amended by-law regarding the admission of motor lorries within the Dock premises, and to express the thanks of my Committee for your action in this matter.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 6th November 1905.

Circular No. 10.

The following Bye-law made under Section 73 (*b*) of the Bombay Port Trust Act, 1879, by the Trustees of the Port of Bombay, in substitution of Bye-law No. 105-A of the Bye-laws for the Regulation and Management of the Port Trust Docks, and published in the *Bombay Government Gazette* under Notification No. 81[*], dated 10th October 1905, on 12th, 19th and 26th October 1905, has been approved by Government as required by Section 74 of the aforesaid Act :—

No. 105-A. (1) No motor vehicle, except motor lorries, shall be driven along or upon any of the roads or wharves within the

[*] See Government Notification, No. 92, dated 31st October 1905, published in the *Bombay Government Gazette*, Part I, at page 1180.

enclosure of any Dock or be allowed within any such enclosure except when brought for purposes of exportation or importation.

(2) Motor lorries may be admitted to the Dock premises subject to the following regulations :—

(i) Under no circumstances is a motor lorry to be left unattended.

(ii) No motor lorry is to run at a rate exceeding four miles an hour.

(iii) As a general rule, motor lorries are to be confined to roads in the Docks. They are not to use any other part of the Dock premises, except with the express permission of the Docks Superintendent or his Agent. Under no circumstances is a motor lorry to enter any warehouse, shed or other building. No motor lorry is to be allowed to remain on the Dock premises longer than is necessary in the opinion of the Docks Superintendent or his Agent.

(iv) Motor lorries in which Petrol or other Liquid Fuel is used for internal combustion are to be fitted with Electrical Ignition only, and the recharging of Petrol or other Liquid Fuel is not to be done on the premises.

(v) When a motor lorry is at rest, the tap between the Petrol tank and the carburetter must be closed.

(vi) Steam-driven lorries burning Solid Fuel are to use Coal or Coke only, and the following conditions are to be observed :—

(*a*) If the boiler is " underfed " it is to be provided with a metal foot-plate fitted close to the front of the furnace and turned up not less than three inches on all sides.

(*b*) The ash-box to be so constructed that it can be entirely enclosed, and the air-draught to be controlled by a separate damper above the level of the fire-bars.

(*c*) An efficient spark-arrester and baffle-plates at base of funnel to be provided.

(*d*) No stoking to be done except on the main roads.

(e) Whilst on the Dock premises no "clinkering" to be done, no ashes or cinders to be removed, and the ash-box to be kept entirely closed. Steam blast not to be used.

By order,
H. E. HART, Secretary.

APPENDIX W.

MUNICIPAL OCTROI IN THE CENTRAL PROVINCES.

CHAMBER OF COMMERCE,
BOMBAY, 6th September 1905.

The CHIEF COMMISSIONER, CENTRAL PROVINCES, Nagpur.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to state that complaints have reached them from time to time regarding the delay, inconvenience and unnecessary expense incurred by Merchants owing to the complicated procedure in vogue in the various Municipalities in the Central Provinces in connection with Octroi Duty. The two following instances out of the many that might be quoted will suffice to explain the situation.

Khandwa.—Here the Goods Station lies some little distance out of the town, with the majority of Godowns and Factories adjacent on both sides of the Railway line, while the Municipal Hall, on the other hand, is situated near the market, and somewhat near the centre of the town.

All produce before entering Khandwa, no matter from which direction, is obliged to pass a Municipal Duty Collector's Office, where the goods are examined and weighed, and the duty levied according to their weight and condition at the time. The importer after payment obtains a receipt showing details of weight, etc., and the amount of duty collected. When selling this produce in the market, the importer hands over to the buyer, at the time of delivery, the receipt he has been given, thus enabling the latter to claim a refund should he desire to re-export the goods.

When the produce is ready for export, the exporter makes a "Declaration" at the Municipal Office, stating the number of bags or bales, the nature of their contents, and the weight or quantity in

each, accompanied by as many Octroi Paid Receipts as will show the same total weight or quantity as that stated in the "Declaration." The goods are then carted to the Municipal Office for inspection, and after the Municipal authorities have satisfied themselves that the nature, weight and quantity of the goods are in accordance with the statement in the "Declaration," they sign the latter and then permit the goods to be carted back to the station, undergoing on the way a second inspection at one of the aforesaid Duty Collector's Office. Here again the exporter has to present the "Declaration" to the second Duty Collector, who, on finding the goods correspond correctly with the documents, also appends his signature, verifying at the same time that the said goods have been exported from Khandwa. The "Declaration" is then taken back to the Municipal Office where it is stamped as an acknowledgment that its terms have been fulfilled by the exporter. Then at the end of each month an addition is made of all "Declarations" thus marked by the Municipality and the refund paid accordingly.

It is obvious from what is shown above that this procedure must entail a serious loss of time, so much so that laden carts are frequently, during the busy season, detained for some hours; and on occasions of large exports instances have occurred where strings of such carts are detained over the following day till all formalities have been complied with. The hours of inspection are limited to 5 per day, *viz.*, from 7 to 10 in the forenoon, and 3 to 5 in the afternoon, and if through some cause the Municipal authorities are unable to attend punctually, as is sometimes the case, this in itself is often the source of further detention and loss to the traders.

It will also be observed that, from the respective positions of the Godowns, Goods Station and Municipal Hall, these inspections cause an unnecessarily heavy expenditure on cartage, in consequence of the produce having to be taken from the Godowns, past the Goods Station on to the Municipal Hall, and then back again for a considerable distance to the Goods Station.

Harda.—Here again an almost similar procedure is followed, as all produce has first to be carted to the Municipal Office which is not in the direction of the Railway Goods Station, thus entailing, as at Khandwa, a wholly unnecessary loss of time and expenditure on cartage.

In all such situations it may be suggested that some simpler system might be adopted that would benefit both the exporting merchants and the various Municipalities ; and in this respect the following procedure, which is adopted I believe in Jubbulpore, seems to recommend itself as the most feasible. A merchant there exporting produce is allowed to take his goods direct to the Railway Station without any inspection or other formality, but before doing so he has to make a written declaration at the Municipal Office, stating the number of bags or bales, the nature of their contents, and the weight or quantity in each, accompanied by the requisite number of Octroi Paid Receipts, which, when added together, show the same weight or quantity as that stated in the "Declaration." After the goods have been despatched the exporter presents, at the Municipal Office, the Railway Receipt, which, being stamped or signed by the Officer in charge as a security against a possible second presentation, is compared with the "Declaration ;" if the comparison is satisfactory, the latter is all stamped or signed as an acknowledgment that its terms have been fulfilled by the exporter. Then at the end of each month, or at any time desired, an addition is made of all "Declarations" thus marked by the Municipality and the refund is paid accordingly.

My Committee are of the opinion that the above system might advantageously be adopted in all the Municipalities of the Central Provinces. At first it could be introduced as a tentative experiment, and the privilege of making declarations be granted only to well-known and reliable firms. If then found workable, its general adoption for all classes of the trading community would be a matter of easy attainment.

It is also suggested that the time allowed for the presentation of "Declarations" be fixed from say 7 to 12 in the forenoon and 2 to 5 in the afternoon, as the 5 hours allowed at present are not sufficient for the exigencies of the trade.

As the system generally in vogue at present in the Central Provinces appears to hamper trade to a very appreciable extent, some remedial measures seem to be called for. My Committee would therefore feel greatly obliged if you would kindly see your way to giving the whole subject your early and favourable consideration.—I have, etc.,

J. B. LESLIE-ROGERS, Secretary.

No. 11153.

CENTRAL PROVINCES SECRETARIAT,
GENERAL DEPARTMENT,
NAGPUR, 22nd September 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge receipt of your letter, dated the 6th September 1905, on the subject of the system of octroi refunds in Municipalities in the Central Provinces, and to say that the subject is receiving the attention of the Chief Commissioner. The question of adopting a simpler procedure has been referred to the local authorities.—I have, etc.,

A. K. SMITH, Under Secretary,
for Second Secretary.

APPENDIX X-1.

ADDRESS TO LORD CURZON.

H. E. the Viceroy received the members of the Bombay Chamber of Commerce in the Durbar Hall at Government House, Bombay, on Wednesday, 8th November 1906, when the Chamber presented a farewell address.

The members of the Chamber of Commerce who were present, were the following :—

Committee.—The Hon'ble Mr. C. H. Armstrong (Chairman), Mr. H. E. E. Procter (Deputy Chairman), Mr. F. W. Bickel, Mr. J. Fairclough, Mr. W. E. Crum, Mr. George Miller, Mr. F. T. Rickards, Mr. Frank Ritchie, and Mr. A. Zygouras.

Mr. J. B. Leslie-Rogers, Secretary, and Mr. Chas. John Michael, Assistant Secretary of the Chamber.

Members.—Mr. Henry Kreis, of Messrs. E. Spinner and Co. ; Mr. H. C. Wright, of Messrs. Wallace and Co. ; Mr. J. S. Wardlaw Milne, of Messrs. Turner, Morrison and Co. ; Mr. Alex. M. Tod, of the New Zealand Insurance Co. ; Mr. Wm. Kidston Glen, and Mr. W. Douglas Hall, of Messrs. Latham, Abercrombie and Co. ; Mr. Lalji Naronji and Mr. Ramrao Anandrao Vinayecka, of Messrs. Mooljee Jaitha and Co. ; Mr. E. Scarpa, of the Austrian Lloyd's S. N. Co. ; Mr. Kodama, of the Yokohama Specie Bank, Ld. ; Mr. Sassoon J. David and Mr. D. S. Shellim, of Messrs. Sassoon J. David and Co. ; Mr. Herbert R. Greaves, of Messrs. Greaves Cotton and Co. ; Mr. L. G. Fraser

(Editor, "Times of India"), of Messrs. Bennett, Coleman and Co.; Mr. H. F. Wagstaff, of the South British Fire and Marine Insurance Co., Ld.; Mr. J. Humphrey (junior), of Messrs. Latham and Co.; Mr. Thos. Sharples, of Messrs. Steiners, Ld.; Mr. W. F. Hamilton and Mr. Mahomed Yusuf, of the Bombay Steam Navigation Co.; Mr. N. S. Glazebrook, of Messrs. Glazebrook, Tejpal and Co.; Mr. J. H. Robinson, of Messrs. Thos. Cook and Son; Mr. R. G. Monteath, of the British India Steam Navigation Co., Ld.; Mr. O. S. Mawson, of Messrs. Blackie and Son, Ld.; Mr. R. H. S. Isaacs and Mr. D. J. Isaacs, of Messrs. E. D. Sassoon and Co.; Mr. T. Kusumoto, of the Nippon Yusen Kaisha; Mr. F. N. Giles, of Messrs. Charles Phillimore and Co., Ld.; Mr. V. Milward-Bason, of Messrs. Samuel Fitze and Co.; Mr. J. Begbie, of the Bank of Bombay; Mr. C. Vernon, of Messrs. Farbenfabriken Bayer and Co., Ld.; Mr. S. M. Moses, of Messrs. David Sassoon and Co.; Mr. A. F. Ferguson, of Messrs. A. F. Ferguson and Co.; Mr. Callianjee Amerchand and Mr. Jivandas Pitamber, of Messrs. Chugondas and Co.; Mr. H. Tessmann and Mr. M. Rommel, of Messrs. A. Blashcheck and Co.; Col. H. D. Olivier, R.E., Agent of the B. B. and C. I. Railway; Mr. B. H. J. Rustomjee and Mr. D. H. J. Rustomjee, of Messrs. H. J. Rustomjee and Co.; Mr. Percy Clare and Mr. Alec. E. Baird, of Messrs. Kahn and Kahn; Mr. R. A. Willis, of Messrs. Marsland, Price and Co.; Mr. A. D. Shanks, of the Vacuum Oil Co.; Mr. A. H. Hammond and Mr. H. Cheetham, of Messrs. Shaw, Wallace and Co.; Mr. L. B. Ker, of Messrs. Forbes, Forbes Campbell and Co.; Mr. Vernon B. F. Bayley, of Messrs. Crawford, Brown and Co.; Mr T. W. Cuffe, of Messrs. King, King and Co.; Mr. John Pollard, of Messrs. Fleming, Shaw and Co.; Mr. C. H. B. Forbes, of Messrs. C. H. B. Forbes and Co.; Mr. H. A. H. Payne, of Messrs. Payne and Co.; Mr. J. A. Grant, of Messrs. Gaddum and Co., and Mr. Ahmedbhoy Hubibhoy.

THE CHAMBER'S ADDRESS.

When the Viceroy had taken his seat the Honourable Mr. C. H. Armstrong read the Chamber's address, which was in the following terms:—

To His Excellency the Right Honourable George Nathaniel Curzon, P. C., G. M. S. I., G. M. I. E., Baron Curzon, of Kedleston, Viceroy and Governor-General of India.

May it please Your Excellency,—On the eve of your departure for Europe we, the Members of the Bombay Chamber of Commerce,

desire most respectfully to approach you with an expression of our appreciation of the distinguished services you have rendered to this country during the years you have, with conspicuous ability, discharged the arduous and responsible duties of Viceroy and Governor-General.

2. Coming to this high position with a great reputation as a statesman and a traveller in eastern lands, you have added to your fame by the energy and forethought with which you have directed India's foreign affairs, and we rejoice to think, that not only beyond our northern frontiers, but in the Persian Gulf, our rightful position has been asserted and our influence extended.

3. Whilst thus maintaining our territorial position your Excellency has not been unmindful of our internal well-being and requirements, and for the very great interest you have shown in our commercial and industrial life we desire particularly to thank you. We feel that during your Excellency's Viceroyalty India has taken a decided step forward in all that concerns her agriculture and her trade. The barrier, that seemed some years ago to divide Government from commerce, has been completely broken down, and relations are now on the most satisfactory footing, each being anxious to do all that is possible to devolope the resources of the country. We acknowledge with gratitude your cordial reception of the delegates, assembled in Calcutta early this year, at the first meeting of the Indian and Ceylon Chambers of Commerce ; and it is a matter for congratulation that so many of the questions then discussed have received the close attention of Government, and that much good is likely to result from the deliberations of that Conference, in which high officials of Government took great interest. Your speech to the delegates will long be remembered as evidence of a keen desire to help commerce and industry in every branch ; and in the fiscal controversy now proceeding at home on the issue of which so much depends, we recognise that India's right to the most careful consideration may be safely left in your Excellency's hands, and that you will ever remember the magnitude and the great importance of our export trade with foreign countries.

4. We have also to thank your Excellency for your efforts to improve railway administration in this country. As the result of an exhaustive enquiry, instituted in the early days of your administration, you were led to the conclusion that a small Committee of railway experts, with considerable powers of administration, would be advantageous ; and in the Board that has lately been appointed we are

confident that a step has been taken in the right direction, and that time will fully prove the wisdom of the course that has been adopted.

5. The great interest you have taken in agricultural development must lead, we are sure, to the best results, if the work you have inaugurated be continued with energy. That there is much to be done in this direction in many parts of the country has been clearly shown, and in probably every district there are many outside the ranks of Government who are not only willing but anxious to advance this very important work.

6. During your Excellency's term of office the rate for telegrams to Europe has twice been reduced, and it now stands at just half what it was three years ago. Knowing the close attention your Excellency gave to this matter we desire to express our acknowledgments for this great boon to the commercial community, as also for increased postal facilities in the country and for improvements in the inland telegraphic service.

7. The new Department for Industry and Commerce is very welcome to the commercial community, who fully appreciate the great advantages a Department so beneficial and ably administered must confer on the country. Your Excellency's administration will long be remembered for the active interest you have taken in all that concerns internal affairs, and for the confidence you have inspired in every branch of commercial life. None know better than those engaged in commerce the great worth of a Viceroy whose sole aim is to benefit the people under his care, to husband the resources of the country, and, by reductions of taxation and the outlay of capital in such directions as may be needed, to add to the wealth of the community.

8. Favoured by prosperous Budgets, your Excellency has been able to reduce taxation and thereby lighten the burdens of the people ; and we are glad to think that our currency is now on a sound basis, and that our reserves of gold which have steadily accumulated in recent years, are likely to increase still further, thereby adding to the strength of our financial position.

9. The circumstances that have led to your Excellency's resignation we greatly deplore, as we cannot but view with regret your departure from our midst some months before you intended to leave us. But we believe that the many schemes you have inaugurated, although some are still in their infancy, are all on a sound footing, and that time alone is needed to prove their great value.

10. In conclusion, we would heartily thank you for the manner in which at all times you have upheld the authority and the dignity of the high position you are now vacating; and it is our earnest hope that your Excellency's health may be preserved for many years to fill other high offices of State, for which you are so well qualified. We shall ever watch your Excellency's career with the greatest interest, feeling sure of this that whenever Indian interests are involved, you will do all in your power to promote the welfare of this country, which contains such a vast number of His Majesty's loyal subjects. The holiday to which after so many years of arduous and conscientious work you are right well entitled, will, we trust, be a pleasant one; and we earnestly hope the voyage home may be of great benefit to your Lordship and to H. E. Lady Curzon, in whose renewed health we all greatly rejoice.

Wishing you all happiness and prosperity, and with every assurance of our respect.

In the name and on behalf of the members of the Bombay Chamber of Commerce.

Members of Committee :—C. H. Armstrong (Chairman), H. E. E. Procter (Deputy Chairman), F. W. Bickel, J. Fairclough, W. E. Crum, George Miller, F. T. Rickards, Frank Ritchie, A. Zygouras; J. B. Leslie-Rogers, Secretary.

Bombay, 7th November 1905.

H. E. THE VICEROY.

The Viceroy then rose to speak, but his voice was so hoarse that it was almost inaudible. His Excellency said:—Gentlemen, I have listened with pleasure to the address which has just been read out, and which conveys so high a compliment to myself and to the Administration of which I am at the head, and in reply I have prepared a somewhat lengthy statement, but, unfortunately, the state of my voice is not such as to enable me to deliver that reply with any comfort to myself or with any pleasure to you. I have, therefore, asked my Private Secretary, Mr. Nathan, to read it.

Mr. Nathan read as follows :—

Gentlemen,—It is impossible for me to receive the address which you have just read without recognising that it is no ordinary or perfunctory

document, but that it constitutes one of the most remarkable tributes emanating from an exceedingly representative body of public men, engaged in almost every walk of business, and representing one of the great commercial communities of the British Empire, that can ever have been offered to a departing Governor-General. When you say of that Governor-General that during his term of office the barrier that seemed some years ago to divide Government from commerce has been completely broken down, and that his administration will be long remembered for the active interest that he has taken in all that concerns internal affairs and for the confidence that he has inspired in every branch of commercial life—while I cannot feel that I deserve these generous words, I yet should be made of dull clay if I were not proud to receive them. For I am conscious that in India commerce has not always opened its arms in this way to Government or the representatives of Government, while I am also aware that the sentiments which you express reflect a revulsion of feeling that is not confined to Bombay, but has spread from one end of India to another, inaugurating a happier era in which the development of this great country is regarded as the combined work and the equal duty of all those, official or unofficial, whose lot is cast within its borders. I propose to respond to your confidence by a few remarks upon the present commercial position of India, suggested by what you yourselves have said and summarising in a convenient form the situation as it now appears to me to be. The first condition of sound finance, and the first aim of our financial administration in India, has been the foundation of a sound monetary system. Here I profited by the wisdom of my predecessors in closing the Mints as far back as 1893, and by the advice of the London Committee that sat and reported during my first years of office. We were able in consequence to introduce the gold standard, and we have ever since maintained a stable exchange. But currency reform, however urgent in itself, was only the condition of wider improvements and larger aims, and the moment we had obtained it, it ceased to be an end itself, and became the means by which the economic and industrial progress of the country might be pursued upon a score of parallel lines. Each of these lines might with equal truth be regarded as part of a great scheme of financial reorganisation or of economic development or of efficient administration. Thus we directed ourselves among other objects to a scheme of greatly accelerated railway construction, believing that there is no more provident employment of public funds. The high-

est total mileage hitherto recorded in any Viceroyalty has been 3,928; in mine we have laid 6,110 miles, bringing up the total mileage in India to 28,150, and I believe and hope that these figures will be exceeded by my successors. The highest capital outlay in any previous Viceroyalty has been 47¼ crores; we have expended nearly 60 crores, bringing up the total capital sunk in Indian railways to 240 millions sterling. There has never before been a railway surplus; the aggregate railway surpluses of the past 6 years have amounted to 4½ millions sterling. One of the most pressing and severely felt of the difficulties in Indian railways has for long been the deficiency of rolling stock. Exclusive of large orders now under construction, we have provided an increase of 28 per cent. in engines, 21 per cent. in passenger cars, and 33 per cent. in goods wagons. We have placed before the Secretary of State a railway expenditure programme for the next three years under the Triennial Programme scheme which, as you know, is one of our achieved reforms, of no less than 15 crores in each year, or a total of 30 millions sterling. These results and these prospects, for which I must not be understood to claim the smallest personal credit, for had any one else been standing in my place, he would have been able to say the same, are I think of a thoroughly satisfactory nature. They show genuine progress made, and they are full of promise for the future. The net income of our railways has indeed been growing three times as fast as the interest on our capital liabilities. The railway property of the Government of India is in my view a magnificent asset, as fine as any in the world; and we may safely banish the nervous fears that have sometimes inspired the responsible authorities as to the risks of borrowing more freely for railway extension. Take our 4 crores loan of the past summer, raised in this country mainly for these purposes. It was covered nearly five times over, and we could have raised nearly five crores on almost the same terms as we raised four. I hope that this experience will encourage the Government of India to a bolder policy in the future. When we had to pay a high price for our loans, when the Indian money market did not exhibit its present elasticity, and when our railways were themselves not a paying concern, there was a good excuse for timidity. But I think that a policy of greater confidence and courage is now required, and I have endeavoured to inaugurate it. You have been good enough to allude to the considerable administrative reform which has accompanied this history of progress and which

will I trust be an efficient agency for guiding it—namely, the creation of the Railway Board. It would be absurd to pretend that this idea was mine or that of any one now in India. Years ago I remember reading all about it in Sir George Chesney's admirable book, and from the day that I laid down charge of the Public Works Department in the summer of 1899, having held it a few months in order to obtain a grasp of the business, I was bent upon getting a Board, as the indispensable condition of businesslike management and quick and intelligent control. It only remained to seize the psychological moment and to work out a plan adapted to our present needs.

I might draw a similarly rosy picture of the prospects of Irrigation and the outlay upon it. But I dealt with this subject in my Budget speech of March last and will not repeat myself to-day.

Neither will I say anything about other features of our Commercial and Industrial policy, such as the imposition of countervailing duties on sugar, our pronouncement on preferential tariffs, our attitude towards local industries as instanced by the Tea Cess Act, the tea and indigo grants, and the encouragement to iron and steel works, our hitherto unsuccessful but still unabandoned attempts to readjust the machinery and to remove some of the restrictions of our existing banking system; our reform of the Customs Department and creation of a single Imperial Customs Service, largely due to suggestions from Bombay, or even the creation of the new Commerce and Industry Department, which has already in so short a time been so gratifying a success, owing no doubt very greatly to the fact that we came prowling down to Bombay and took some of your best men to assist us in starting the venture.

I will not say more of any of these topics, because they would encroach too much upon my limited space, but I should like to add a word upon two subjects, the policy of the Government of India about which you have noticed with special satisfaction.

The first of them is the reduction of Telegraphic charges. This is a matter to which I attach the very highest importance, and of which I can truthfully say that I have assumed personal charge sometimes in the face of no small difficulty. I believe in the reduction of cable rates to Europe because a cheap tariff is the greatest instrument of Imperial unification that can be devised. It has been brought down from 4*s.* to 2*s.* a word in my time. But it must go lower still. If there were a cheap rate say of 6*d.* a

word—and of course Press messages would be cheaper—between England and India, the almost indescribable ignorance that prevails in each country about the other and which is often the despair of the friends of both, could no longer exist. I am not sure that the task of Government would be rendered easier—perhaps the reverse; but the relations of the two peoples, commercial, social, and sentimental, could not fail to become more intimate. On similar grounds I have been an earnest advocate of reduction of internal rates in India. Since the changes were made two years ago, there has been an increase of 30 per cent. in private messages in India, while the stimulus given to Press traffic may be shown by the fact that in a single year the total number of words jumped up from 7,680,000 to 14,000,000, or an increase of between 80 and 90 per cent. I believe in giving news to the people—some persons I know do not; and I sometimes rub my eyes and wonder where my imaginary reactionary tendencies, in this respect at any rate, are supposed to come in.

The other subject to which I referred was Agriculture, in the development of which you were good enough to say that I had taken the greatest interest. I was pleased to read in an address from a Chamber of Commerce so frank a recognition of the momentous importance of this subject, because in the last resort the welfare of the agricultural population is just as vital to you as it is to the Government of India. What have we been doing for agriculture? I do not speak for the moment about Land Revenue assessments or collections, or remissions, or "takavi" grants, or the many ways in which we have tried to make things easier for the Indian cultivator. Our real reform has been to endeavour for the first time to apply science on a large scale to the study and practice of Indian agriculture. It is quite true that the Indian peasant, perhaps the Guzerat peasant in particular, knows as well as any peasant in the world, how to make the most of the soil, and of the fruits of tillage. In his way he is a hereditary expert. But his greatest admirer cannot pretend that he knows anything of scientific discovery or experiment, while not even the most hidebound conservative can give any good reason why India should be the only agricultural country in the world to which the lessons of research are incapable of being applied. Anyhow we are doing our best to apply them; and one of my last acts, in pursuit of the special grant of 20 lakhs per annum to provincial agriculture which we gave for the first time this year, and are going

to continue and possibly to increase, has been to address the Secretary of State and propose to him a great scheme for establishing in every province an agricultural college, and research station, with a farm attached to it, where agriculture may be studied both in the laboratory and in the field. Each province will then have its own Director of Agriculture and its own expert staff: and in each distinctive agricultural tract there will be an experimental farm under a trained agriculturist. Everywhere the object will be the same, namely, to bring the staff in touch with the cultivator, so that knowledge may pass up and down between them. In this way we shall, I hope, provide a training for hundreds and thousands of the young men of the country. Indeed, we shall soon train our own experts, without having to import them; and we cannot fail to make discoveries and to introduce reforms that will quicken the entire future of Indian agriculture.

Gentlemen, the sum total of my own experience in the last seven years is to send me away a convinced optimist as to the economic and industrial prospects of this country. I suppose we shall never be free from the chantings of that dismal chorus who spend their time in lamenting the poverty and sufferings of India, without, so far as I can see, doing very much that is practical to remedy the evils of which they complain. Never let us shut our eyes to the poverty and the misery. But do not let us be so blind to the truth as not to see that there is an enormous improvement, that there is everywhere more money in the country, in circulation, in reserves, in investments, in deposits, and in the pockets of the people; that the wages of labour have risen, that the standards of living among the poorest have gone up, that they employ conveniences and even luxuries which a quarter of a century ago were undreamed of, thereby indicating an all-round increase of purchasing power, and that wherever taxation could be held to pinch, we have reduced it and may perhaps be able to do more. It is only fairness to acknowledge these facts, it is blind prejudice to ignore them. I can put the matter in a form which will appeal to you as business men by some figures which I have had prepared. I will not take the period of my own term of office, because the whole point of my argument is that the improvement dates from the closing of the Mints by Lord Lansdowne and Sir David Barbour; and though it is in my time that the fruits have been mainly reaped, the seeds were sown by them. I will contrast

therefore in each case the figures of 1893-4 and those of 1904-5. The capital sunk by Government in railways and irrigation works has increased by 56 per cent. in that interval; that invested by joint stock companies in industrial undertakings by 23 per cent. The Savings Banks deposits have gone up by 43 per cent., the private deposits in Presidency Banks by 71 per cent., the deposits in other joint-stock banks by 130 per cent., the deposits in Exchange Banks by 95 per cent., Government paper held in India by 29 per cent., the amount invested in Local Authorities debentures by 90 per cent. The amount of income on which income tax is assumed—excluding at both periods the incomes now exempted—has increased by 29 per cent., the rupee circulation by 27 per cent., the note circulation in active use by 68 per cent. The net absorption of gold in the 10 years preceding the two dates of enquiry, namely, 1893-4 and 1904-5, shows an increase of 120 per cent. in the later, of silver 136 per cent. The total value of Indian imports has gone up 35 per cent., of exports 48 per cent. The productive debt has increased in the same period by 69 crores, but the non-productive debt has decreased by 16 crores. Now these figures, which I have had specially prepared for you, are worth thinking over. From whatever point of view you regard them, bearing in mind that these considerable and in some cases amazing increases have occurred in a period in which the increase in the population has only been 4 per cent., it is impossible to deny their collective testimony to an advance in every test that can be applied to the progress of a nation, which is without example in the previous history of India and rare in the history of any people. It is indeed a magnificent property that I am handing over to my successor and may he faithfully and diligently guard it.

As regards Bombay in particular, I have been able to befriend your commercial interests in many ways. I never forgot the strong plea that you put in for the Nagda-Muttra Railway in my first year, and although I could not for a time succeed in squeezing it into the programme in the face of what were represented as more pressing claims, yet it is now there for good and all; 73 lakhs are being spent upon it in the current year and the line will be finished by March 1908. The construction of the Agra-Delhi Chord and the handing over of its working to the G. I. P. have, I think, been of similar advantage to the trade of Bombay. I incline to expect a similar result from the Bombay-Sind connection, although it is primarily

on strategical grounds that it is to be taken in hand. If you divide the advantages with Karachi you will not, I am sure, grudge the benefit to the sister port. Sind too we have been able to help by the reform of the Sind Sadar Court, which has at last been sanctioned. Finally in a local matter concerning which you felt, I believe, strongly, we have decided to accept the Bombay views about the retention of the Commissioner of Police in Bombay under the Local Government with local Superintendents under the Commissioner.

I will not swell this list, which has merely been drawn up to show that Bombay has had its full share in the commercial sympathies and interests of the Government of India; but will conclude by thanking you sincerely for the unaffected warmth of your address and for the most agreeable compliment of your farewell.

APPENDIX X-2.

ADDRESS TO LORD MINTO.

An Address of Welcome was presented to His Excellency Lord Minto, by the members of the Bombay Chamber of Commerce, at Government House, on Saturday, 18th November 1905. The proceedings took place in the Durbar room, where a large number of members had assembled to personally welcome the new Viceroy.

The following Members of the Chamber were present :—

Committee :—The Hon'ble Mr. C. H. Armstrong (Chairman), Mr. H. E. E. Procter (Deputy Chairman), Mr. J. Fairclough, Mr. W. E. Crum, Mr. George Miller, Mr. F. T. Rickards, Mr. Frank Ritchie, Mr. A. Zygouras, Mr. J. B. Leslie-Rogers (Secretary), Mr. Chas. John Michael (Assistant Secretary).

Members :—Mr. James Begbie, of the Bank of Bombay, Mr. S. M. Moses, of Messrs. David Sassoon and Co., Mr. R. G. Monteath, of Messrs. Mackinnon, Mackenzie and Co., Mr. J. S. Wardlaw Milne, of Messrs. Turner, Morrison and Co., Mr. P. Lennox Wright, and Mr. Stanley Carter, of Messrs. Geo. Service and Co., Mr. Wm. Kidston Glen and Mr. W. Douglas Hall, of Messrs. Latham, Abercrombie and Co., Mr. R. A. Willis, of Messrs. Marsland, Price and Co., Mr. D. K. Love and Mr. P. J. Arnot, of Messrs. J. A. Begbie and Co., Mr. H. Holmes and Mr. Kleinjung, of Messrs. Gysi and Kleinjung, Mr. J. G. Bendien and Mr. J. Vanrykom, of the Holland-Bombay Trading

Co., Ld., Mr. W. M. Bell and Mr. C. A. Russ, of Messrs. Bell, Russ and Co., Mr. Percy Clare and Mr. Alex. F. Baird, of Messrs. Kahn and Kahn, Mr. Y. Hara, of the Yokohama Specie Bank, Ld., Mr. T. Kusumoto, of the Nippon Yusen Kaisha, Mr. F. Diedsrichs, of Messrs. Farbenfabriken Bayer and Co., Ld., Mr. A. F. Ferguson, of Messrs. A. F. Ferguson and Co., Mr. F. N. Giles, of Messrs. Charles Phillimore and Co., Ld., Mr. W. F. Hamilton, of the Bombay S. N. Co., Mr. N. S. Glazebrook, of Messrs. Glazebrook, Tejpal and Co., Mr. H. Batty, of Messrs. Sanday and Co., Mr. J. H. Robinson, of Messrs. Thos. Cook and Son, Mr. Devakaran Nanji, Mr. Callianji Amirchand and Mr. Jivandas Pitamber, of Messrs. Chugondas and Co., Sir Sassoon J. David and Mr. D. S. Shellim, of Messrs. Sassoon J. David and Co., Mr. Alex. M. Tod, of the New Zealand Insurance Co., Mr. J. B. Petit, of Messrs. Jehangir B. Petit and Co., Mr. F. H. FitzGerald and Mr. A. D. Shanks, of the Vacuum Oil Company, Mr. Thos. Sharples, of Messrs. Steiners, Ld., Mr. D. H. Glade, of Messrs. Glade and Co., Mr. H. O. Coates and Mr. F. Clayton, of Messrs. J. Duxbury and Co., Mr. L. B. Ker, of Messrs. Forbes, Forbes Campbell and Co., Mr. H. Wenden, C.I.E., Agent, G. I. P. Railway, Mr. Seyboth, of Messrs. A. Blascheck and Co., Mr. R. Meraboff, of Messrs. A. I. Mantacheff and Co., Mr. N. N. Wadia, of the Bombay Dyeing and Manufacturing Co., Ld., Mr. S. N. Powell, of Messrs. John Dickinson and Co., Ld., Mr. L. G. Fraser, of Messrs. Bennett, Coleman and Co., Mr. V. Milward-Bason, of Messrs. Samuel Fitze and Co., Mr. Herbert R. Greaves, of Messrs. Greaves, Cotton and Co., and Mr. Amedbhoy Hubibhoy.

The Chamber's Address.

The Hon'ble Mr. C. H. Armstrong, Chairman of the Chamber, read the following address :—

To His Excellency the Right Honourable Sir Gilbert John Elliot-Murray-Kynynmound, P.C., G.C.M.G., Earl of Minto, Viscount Melgund, Viceroy and Governor-General of India.

May it please your Excellency —

We, the Members of the Bombay Chamber of Commerce, beg to offer you a most cordial welcome on your arrival in this country, and beg to tender our sincere congratulations on your appointment by his most Gracious Majesty the King-Emperor as Viceroy and Governor-General of India.

Your Excellency's successful administration in Canada, and the wide experience gained under greatly varying conditions in many parts of the world, inspire us with hope that you will be able to deal successfully with the many and complex questions which must arise during your Indian administration.

For many years past Bombay has been singularly unfortunate in that it has been severely ravaged by plague, and at times trade has thereby been much inconvenienced. The heavy mortality which has been so marked a feature of recent cold weathers, has seriously hampered, and must continue to hamper, the conditions of labour in this City ; and this is a matter we cannot but regard with apprehension. The difficulties of grappling with the situation are many and various, and we can only ask your Excellency's sympathy and help in any steps that can judiciously be taken to free the country from this terrible disease.

The extension of commercial railways, the development of feeder lines, and the efficiency of the great trunk systems, are matters in which this Chamber has always taken the greatest interest, for trade expansion depends largely on railway development and on successfull administration. The recent doubling of a large section of the Great Indian Peninsula Railway and the commencement of an important connecting line from Nagda to Muttra—a scheme which this Chamber had advocated for many years—are matters we regard with much satisfaction. To the rapid completion of this new line, which will traverse large tracts of fertile country and give us a shorter run to Delhi and Northern India, we would ask your Excellency's special attention, for now that so large an amount of money is being spent on new Docks and on a Local Railway to facilitate the transport of up-country produce to steamers alongside the wharf, we naturally desire a development of the area from which we can draw supplies ; and the rapid completion of this link with Northern India is therefore a matter in which we are much interested.

The very great interest which Lord Curzon has taken in commercial matters has quite lately led to the formation of a Department for Industry and Commerce, which, we trust, under your Excellency's administration, may do much to assist trade and the industrial development of the country. We beg your Excellency's sympathetic as well as active interest in our commercial and industrial life—a characteristic that has so distinguished your predecessor—and can assure you that the commercial community are at all times only too glad to

co-operate with Government in schemes which have for their object the development of the trade and resources of the country.

The establishment of an Imperial Customs Service is a question in which this Chamber has taken much interest, and we hope it may not be long before Government can issue orders in the matter, so that continuity of service and uniformity of procedure, not only in customs work but in the administration of the Merchandise Marks Act, may be secured to the mercantile community throughout the country.

To the development of agriculture in this country—a subject in which we believe your Excellency is much interested—we beg to draw your special attention, and trust that the Government of India will continue to help on this very necessary work.

In conclusion, we desire to express our earnest hope that your Excellency's term of office may be one of peace and progress, that harvests may be plentiful, and that with the help of steadily increasing revenues, the taxation of the country may be still further reduced.

With every assurance of our respect.

In the name and on behalf of the members of the Bombay Chamber of Commerce :—C. H. Armstrong (Chairman) ; H. E. E. Procter (Deputy Chairman) ; F. W. Bickel ; J. Fairclough ; W. E. Crum ; George Miller ; F. T. Rickards ; Frank Ritchie ; and A. Zygouras (Members of Committee). J. B. Leslie-Rogers, Secretary.

THE VICEROY'S REPLY.

His Excellency replied as follows:—Gentlemen, I sincerely thank you for the congratulation you have so cordially extended to me on my appointment as Viceroy of India, and I trust that, possibly the experience I have gained during my period of office in Canada may, as you suggest, assist me in my future Indian administration.

The disastrous effects of the plague to which you so earnestly call my attention necessitate every effort to combat its ravages, and I can assure you you may rely on my sincerest sympathy and hearty assistance.

I can scarcely as yet venture to make any pronouncement on the commercial policy of India, but I have had ample evidence in my Canadian experience that trade follows the railway, and I am well aware that it is to the expert opinions of Associations such as yours, that I am entitled to look for that expression of commercial thought which must take the lead in the development upon which the prosperity of every country so largely depends.

The great interest Lord Curzon has taken in all commercial questions, and his creation of a Department of Industry and Commerce, have already been followed by substantial results, whilst I am convinced that in the encouragement of the great agricultural capabilities of this country lies much of the future prosperity and contentment of its people.

The importance of the interests so ably represented by yourselves and similar Associations in other great centres of trade can hardly be overrated, and I thank you, Gentlemen, not only for the kindness of your welcome, but for the opportunity you have afforded me of meeting you to-day. (Applause.)

APPENDIX Y.

TELEPHONIC COMMUNICATION WITH THE HIGH COURT.

No. 524 of 1905.

BOMBAY, 8th December 1905.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—A proposal has been made for the erection of a telephone in the High Court Building. I am directed to enquire whether the Chamber of Commerce consider its introduction desirable and likely to be of benefit to the public.—I have, etc.,

L. N. BANAJI, Prothonotary and Registrar, O. J.,
H. M.'s HIGH COURT, Bombay.

CHAMBER OF COMMERCE,
BOMBAY, 12th December 1905.

L. N. BANAJI, ESQ., PROTHONOTARY AND REGISTRAR, O. J.,
H. M.'s HIGH COURT, Bombay.

SIR,—In reply to your letter No. 524 of the 8th instant, I am directed by my Committee to say that they believe that it would be of great benefit to the public if the High Court was put into telephonic communication with all the other business centres in town. They, however, presume that several instruments will be erected in different parts of the building as the erection of one alone would considerably restrict its utility in so large and public an institution.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

ANNUAL GENERAL MEETING.

The Annual General Meeting of the Members of the Bombay Chamber of Commerce was held in the rooms of the Chamber, Graham's Buildings, on Wednesday, 7th March 1906, at 3-30 p.m. to transact the following business :—

(1) To receive the Report of the outgoing Committee for the year 1905.

(2) To confirm the nomination of the Members of the new Committee made in accordance with Section 12 of Rule VII.

(3) To confirm the following alteration in Rule V, namely, that the subscriptions for copies of all publications issued by the Chamber be reduced (from 1st July 1906) from Rs. 240 to Rs. 200 per annum, and proportionately per mensem and per copy.

(4) To appoint Auditors of the Chamber's Accounts for the year 1906.

And to transact any other business that may be brought forward.

The Hon'ble Mr. C. H. Armstrong presided.

Among those present were :—Mr. H. E. E. Procter and Mr. F. A. Reddie, of Messrs. Killick, Nixon & Co.; Mr. H. C. Wright, of Messrs. Wallace & Co.; Mr. V. Millward-Bason, of Messrs. Samuel Fitze & Co.; Mr. S. M. Moses, Mr. D. Gubbay, and Mr. M. Moses, of Messrs. David Sassoon & Co., Ld ; Mr. L. C. H. Young, of Messrs. C. H. B. Forbes & Co.; Mr. Frank Ritchie, of the P. & O. S. N. Co.; Mr. H. F. Wagstaff, of the South British Fire and Marine Insurance Co. of New Zealand ; Mr. E. Comber, of Messrs. Lyon & Co. ; Mr. F. T. Rickards, Deputy Agent of the G. I. P. Railway ; Mr. A. M. Tod, of the New Zealand Insurance Co. ; Mr. Cullianjie Amirchand, of Messrs. Chugondas & Co. ; Mr. Donald N. Graham, of Messrs. W.

& A. Graham & Co.; Mr. D. Morris, of the New Mofussil Co., Ld.; Mr. J. W. Hillier, of Messrs. Charles Phillimore & Co.; Mr. John Pollard, of Messrs. Fleming Shaw & Co.; Mr. George Miller, of the Chartered Bank of India, Australia and China; Mr. C. Vernon, of Messrs. Farbenfabriken, Bayer & Co., Ld.; Mr. H. Holmes, of Messrs. Gysi & Kleinjung; Mr. B. S. Carter, of Messrs. George Service & Co.; Mr. Percy Clare, of Messrs. Kahn and Kahn; Mr. H. Blascheck, of Messrs. A. Blascheck & Co.; Mr. N. S. Glazebrook, of Messrs. Glazebrook, Tejpal & Co.; Mr. J. N. Metaxa, of Messrs. Ralli Brothers; Mr. F. W. Bickel, of Messrs. Volkart Brothers; Mr. J. L. Symons and Mr. D. M. Inglis, of Messrs. Finlay, Muir & Co.; Mr. William Greaves, of Messrs. Ewart, Latham & Co.; Mr. J. S. Wardlaw Milne, of Messrs. Turner, Morrison & Co.; Mr. H. Heberlein, of Messrs. M. Ostermayer & Co.; Mr. J. G. Bendien, of the Holland-Bombay Trading Co.; Mr. C. F. Meyer, of the Standard Oil Co. of New York.; Mr. R. R. Ross, of the National Bank of India; Mr. P. de Bure, of the Messageries, Maritimes Co.; Mr. O. Meyer, of Messrs. Gaddum & Co.; Mr. Vizbhucandas Atmaram, of Messrs. Narandas Rajaram & Co.; Mr. R. A. Willis, of Messrs. Marsland, Price & Co.; Mr. T. Kusumoto, of the Nippon Yusen Kaisha; Mr. L. B. Ker, of Messrs. Forbes, Forbes, Campbell & Co.; Mr. M. J. Mody, of Messrs. Jehangir B. Petit & Co.; Mr. J. B. Leslie-Rogers, Secretary, and Mr. C. J. Michael, Assistant Secretary of the Chamber.

Work of the Chamber.

The Honourable Mr. C. H. Armstrong, in proposing the adoption of the report, said :—The report of the work done by your Committee during the past year is now in your hands for approval. It deals as usual with a great variety of subjects, and when I say that besides the usual weekly meetings, sub-committees have considered important matters on twelve different occasions, you will see that much time has been spent on questions affecting the trade of this port and that your staff has been well employed. Many of the more important matters dealt with have either, I am glad to say, been satisfactorily settled or are in process of settlement. Only a few weeks ago the Government of India issued final orders for the establishment of an Imperial Customs Service a step this Chamber strongly advocated three years ago as most necessary for the trade of the country. In wishing this new service every success I would observe that its

formation by our late Viceroy adds another to the many benefits Lord Curzon bestowed upon Commerce during his term of office in this country. One of the earlier matters dealt with by your Committee was a scale of Fire Insurance rates for the Prince's and Victoria Docks which after some negotiation with the Fire Insurance Association was finally and, I think, satisfactorily arranged. The question of permitting the stamps payable in Marine Insurance to be divided between an original and duplicate policy led us a short time ago to address the Government of India at some length on the subject. Our representation was strongly supported by the Bengal, Madras and Karachi Chambers and as you will have seen the Government of India are now amending the law so as to legalize a practice which years ago was permitted by the Stamp Act of that time. We are also likely to be successful in our efforts to obtain an amendment of the Merchant Shipping Act so as to permit agreements between Masters and Seamen of foreign going vessels to run for six months from date instead of terminating every 30th June and 31st December as laid down in the Act. We foresaw many dangers to Bombay shipping in allowing the law to remain as it is, and after quickly realising the situation the Hon'ble Mr. Hewett moved at once in the matter and the Act is likely to be amended at an early meeting of the Viceroy's Council, the Select Committee having already presented a favourable report. The Factories Act Amendment Bill has also been before us and we have made certain recommendations to Government. We have also arranged a Tonnage Scale for Oil Cakes—a rapidly increasing Bombay trade, and have further suggested to the Government of India that with a view to simplification of procedure at the various Customs Houses all cloths made from cotton whether known in the trade as piece-goods or not should be assessed to duty at 3½ per cent. I am hopeful that this recommendation which is strongly supported by the Bengal Chamber will be recognised by Government as advantageous and that when the Budget is presented later on in the month we may learn that our proposal is to be forthwith adopted. We have also dealt with the Clause in the Merchandise Marks Act which compels foreign goods to be marked with the Country of Origin and have followed up the suggestion put forward by this Chamber at the Calcutta Conference that as it is not incumbent upon us to advertise foreign importations the clause in the Act may be altered so that foreign goods should be marked "Made Abroad," "Foreign Make," "Foreign Produce" or some

similar phrase, and in this I am glad to say we have also the support of the Bengal Chamber. At the request of Mr. Henniker Heaton, whose long continued efforts to improve postal facilities we greatly appreciate, we have joined the League for the establishment of Imperial Penny postage; and, provided the Bengal Chamber agrees, we have promised to support the Madras Chamber in pressing upon Government the advisability of altering the date of the King's birthday celebration from 26th June—an absolutely useless day in Bombay—to 9th November, the actual date and a pleasant time of the year for a day off. If the Madras Chamber move in this matter I hope their suggestion will be adopted, for I have never yet met anyone who could tell me whether on the 26th June we celebrate the birthday of nearly 8 months previous or the one that is approaching. If the question of holidays comes up for discussion your Committee hope that Whit Monday will be placed on the list. This day, as you know, is a business holiday at home, and, in, I believe, all British Colonies, and it would enable many of us to get away at the end of the hot weather for a much needed three days' change. As regards an Empire day holiday on 24th May, we have been unable to support this suggestion of the Madras Chamber as the end of May is a busy time in Bombay and many of us would not be able to observe the day as a holiday.

Commerce and Industry.

Coming now to other important subjects we have dealt with, I would in the first place observe that the increasing interest now shown by the Government of India in Commercial and Industrial development is most satisfactory, and I am glad to be able to record our high appreciation of the good work done by the new Department of Commerce and Industry. The sympathetic attitude of those in charge of this Department, their readiness to help, and their desire for all matters of difficulty to be brought at once to their notice is most encouraging, making us feel, as indeed it does, that any matter in which we are specially interested will be promptly dealt with and if possible satisfactorily settled. The very excellent speech delivered by our late Viceroy in reply to a farewell address from this Chamber will be fresh in your memories. The figures then given showing the steady development of India's commercial, industrial and economic progress were very striking, but I am hopeful that development hereafter will be even more rapid and that at the end of another decade we shall be able to show further substantial progress in every

direction. I would now refer for a few moments to Agricultural development and to the useful efforts in many directions now being made by the Bombay Government. The annual grant of 3½ lacs from the Government of India must be of the greatest assistance, and as our trade depends so largely for its success on agricultural prosperity efforts to improve and extend the cultivation of valuable crops in this Presidency will always be heartily approved by this Chamber. So far as our own districts are concerned we shall watch with great interest the experiments now about to be made to improve various growths of country cotton by seed selection. This will be a most useful work and one that in all probability in the long run will be more likely to be successful and of value in this part of India than the cultivation of other seeds for the finer counts of yarn, for if a better class of cotton is thereby produced the foreign demand for our crop must increase. The extension of cotton cultivation is without doubt an all important matter. The crop is of great value and as consumption now a days has so much increased and is still increasing there need be no fear that we shall not be able to dispose of all the good cotton of really serviceable quality that we can produce. Our Mill Industry is extending to meet the growing wants of our vast population and with improved communications one cannot but feel that this country is capable of consuming steadily increasing supplies of the manufactured article. The rapid decline in our export trade in ground-nuts has led to further correspondence this year with the Agricultural Department and the matter is dealt with in a report just issued by the Director of Land Records and Agriculture. Prospects at present are not very hopeful but will, I trust, improve if this year we are favoured with a plentiful monsoon. In any case it is good to know that the subject is receiving the close attention of Government. A few months ago we addressed Government at some length regarding the exploitation and cultivation of the forest products of this part of the country and suggested that something might be done below the Ghauts and on the hills and table lands of Southern India to promote the growth of commerce yielding trees, such for instance as rubber and camphor for which nowadays there is such a large demand. I am hopeful that one of the results of the recent Agricultural Conference will be the establishment in the Kanara Districts of one or more experimental plantations under the control of the Forest Department, and if so we shall watch the work there done with the greatest interest.

Railway Enterprise and Competition.

As regards Railways, I am glad to be able to report very satisfactory progress with the Nagda-Muttra Line. Mr. Willcocks, the Engineer-in-Chief, advised me a few weeks ago that with the exception of some very heavy work through the Durrah hills the earth work is practically completed from Nagda to Kotah and some thirty miles have also been finished between Kotah and Muttra. The bridges are well in hand and permanent way for one hundred miles is ready stored at Nagda. Work is proceeding from both ends, and as Mr. Willcocks fully recognises the great importance of this line to Bombay, we may rely on him with confidence to push the work to a speedy conclusion. The Budget allotment for the current official year was seventy-three lacs of rupees, and as this will all be spent you will see that the work is well up to date. As the competition for the traffic of Northern and Central India is becoming every day keener, Bombay must see to it that her Railways are capable of bringing to this port all the traffic that we can handle. Much more, it seems to me, might be done in the way of light feeder lines, but as much of our exportable produce comes from the Central and Northern Districts we must look to the efficiency of our trunk system, for the success of our trade, and we must resist any curtailment of our connections in the interests of other lines now serving other ports. A few months ago, as you will remember, the Bengal Chamber addressed a long letter to the Government of India supporting a suggestion that as the East Indian Railway works at a large margin of profit minima rates on that line should be lowered in the best interests of the country generally. Allusion was made to India's export trade in grain and seeds to Europe and to India's imports of piece-goods from the United Kingdom and the argument was advanced that both would be helped if the rail charge was reduced. We criticised the Bengal Chamber's contention in a recent communication to the Government of India. We entirely agreed that the lower the rates for rail carriage the better for trade generally, but we entirely dissented from the plea that for the traffic in question Calcutta is a port that should be specially favoured. We held, and I think rightly, that the traffic of Northern and Central India should be encouraged to seek ports with natural advantages, geographical or otherwise, and that such outlets are on the West cannot, I think, be doubted. Apart however from the question whether one Railway owing to certain advantages can carry cheaper than another, it is clearly

best for the country as a whole that exports and imports should be dealt with at ports nearest to the consuming and producing markets. The partial diversion of the grain trade to Calcutta from Districts round about Nagpore and Raipur has lately engaged the attention of your Committee and we have put forward figures which seem to show that the produce of this large District is being drawn artificially eastwards. I have not, however, the slightest doubt in my own mind that whatever the competition of Eastern lines the produce of the Districts I have alluded to must come in the long run to Bombay, for our new Docks will give us facilities which no other port in India can ever possess, and although we must not rely too much upon this we may confidently look forward to a steadily expanding trade.

New Docks.

I am glad to be able to report satisfactory progress with the work of the new docks which have been so well planned by the able Chairman of the Port Trust, Sir Walter Hughes, whose good work for the trade and shipping of Bombay has quite lately, I am glad to say, been publicly recognised by Government. The work of removing the Bulk Oil Tanks to the north of Sewree will very shortly begin, and in less than twelve months from now an installation will have been fitted up on the land which is now being got ready. Railway connections are being taken in hand at once and before the new docks are ready all the Kerosine Tanks will have been removed from the sites they now occupy on the Mody Bay Estate. The solution of this much debated question is, I think, a most satisfactory one, and the new arrangements reflect the greatest credit on the officials of the Port Trust who have done all in their power to provide adequate, satisfactory and permanent facilities for the large and growing trade. The decision to increase the width of the new dock entrance to 100ft. is also a very satisfactory one providing as it will for all possible needs for a long period of time. The large reclamation scheme in the direction of Sewree now under contemplation will add nearly six hundred acres to the land available for railway and trading purposes and will give besides a wharf frontage of over two miles which it cannot be doubted will be most valuable.

Local Communications.

The changes that are taking place in Bombay at the present time and that will take place during the next few years led your Com-

mittee to take a good deal of interest in what I may call the question of "local communications." The subject was dealt with in our last Report and has this year only developed in respect of two over-bridges which it has been decided to build over the B. B. and C. I. Railway, one at the end of the Mathew Road, or say at Chowpatti; and the other at the Marine lines. The question involved being one of great importance to the residents of this City, your Committee felt that before the point was settled the whole subject of local communications should be thoroughly discussed by a representative Committee, as it seemed to them that much valuable advice could be given locally on such a matter. The question however was not dealt with in this way partly, I suppose, because a decision was necessary before the 31st December if the Railway Company was to bear the cost of constructing the bridges. I understand, however, that this contention was only of value in that it clinched the matter and ensured from the Government of India a refund of the cost on their taking the line over on the 1st January. Had a decision been delayed for further enquiry, as desired by your Committee, correspondence on the points at issue would have been necessary with the present owners of the line, but as many interests were affected this would surely have been advantageous and might have led to a solution of the problem more satisfactory to the many interests concerned. As it is now, Bombay is committed to two over-bridges in a rather indefinite sort of way in place of a carefully planned and thoroughly comprehensive scheme for the City as a whole so necessary at the present time when so many changes are about to take place. The question was eminently a local one and it differed in this respect from the many important matters that need to be submitted to the Railway Board for their advice. The decision affected various interests besides the Railway, and in view of the many contemplated changes the question needed much consideration. However so far as we can see the point is settled, but your Committee were unable to acquiesce in the decision. Particulars are given in the Report of correspondence with Reuter's Telegram Company regarding their annual charge of Rs. 500 for their Commercial Telegrams. You will remember that in our last Report reference was made to a proposal put forward by your Committee that as the cost of cabling had been reduced the charge for Reuter's Commercial Service should be cut down to Rs. 300. The correspondence that then passed was without result, but when the charge for transmission was

further reduced to 2s. a word against 4s. three years ago, your Committee decided to take up the matter again and in conjunction with the Bengal and Madras Chambers a suggestion was put forward that the annual subscription should be reduced to Rs. 375 or by 25 per cent. I much regret that this proposal has also been refused by Reuter for reasons which your Committee find some difficulty in appreciating. The point at issue is this that the charge for cabling having been reduced 50 per cent. the subscription should be lowered and I think our request for a 25 per cent. reduction was most reasonable. We are prepared to accept a revised service, omitting certain items which I think I may safely say are of little or no value to the bulk of Reuter's subscribers, if this be necessary to compensate for some additional information that is now being supplied. I regret the Company show no inclination to meet the Members of the Commercial Community in this matter. Their chief subscribers must surely be those who have addressed them through the Committees of the Bengal, Madras and Bombay Chambers and as the proposal put forward was most reasonable one cannot but regret that it has been without result. I still hope, however, that the matter may be satisfactorily arranged for although fully recognising the good work done for us by Reuter, I am bound to say that there is a strong feeling amongst the Commercial Community of this City that the charge of Rs. 500 per annum is now excessive.

The Fiscal Question.

The result of the recent general election in the United Kingdom in so far as it affects the question of fiscal reform on lines that have lately been suggested and strongly urged, must, I think, be regarded as satisfactory, for India has never taken kindly to the protective and one sided preferential scheme of Mr. Chamberlain. In this connection I would read you a few lines which appeared in the "Times" I received last mail from London a reply from Lord Avebury to a correspondent who had written to him on the subject of retaliation. The letter runs as follows:

"I beg to point out that, while Canada charges 20 per cent. on our imports, Holland only charges 2¾ per cent. Surely, therefore, it would be unfair to give Canada an advantage over Holland under the existing circumstances, and I see no reason to expect that Canada will adopt free trade, though, in my judgment, it would greatly benefit her agricultural interests. As regards retaliation, I wish all

those who advocate it as a general system, would read the Blue-book on Continental fiscal wars. The disastrous effects of such conflicts on all concerned is there clearly shown."

The problem, gentlemen, is no doubt a difficult one and as it has not been dealt with by your Committee during the year I will not enlarge upon it. In passing however I may note with great satisfaction the extraordinary prosperity at the present time of many of England's greatest Industries. Lancashire is enjoying and has enjoyed for some time a prosperity unknown, I believe, for 30 years, and so far as one can see at present good times are likely to continue. Ship-building has had a record year, and Marine and Locomotive Engineers are full of orders. Prospects for the present year in the Iron and Steel trades, are most favourable, and when such is the case many other Industries must prosper. The British foreign trade returns for last year showed an increase in value of 43½ millions sterling or 12·3 per cent., imports being 14½ millions or 2·6 per cent. in excess, and exports entirely, I may observe, to foreign countries and India for the colonies took less than in the previous years 29¼ millions or 9·7 per cent. in excess. In some articles some allowance must be made for higher values but after this has been done the increase in the quantities dealt in is very considerable. I do not wish to make too much of these figures, however, as other countries have also done well but the position is interesting in view of the doleful prognostications of the last two years. Much can and I believe may be done by the Government now in power to help British trade, and I shall be glad if action is taken as regards the load line of foreign vessels trading in British Ports as also in other ways to compel such vessels to comply with the regulations applicable to British ships.

Octroi Charges.

Gentlemen, there is one other point to which I would allude and that is the question of Octroi and other local taxes now levied in up-country towns on many staple articles of Commerce. During the year letters have been received by your Committee from various bodies of traders up-country requesting us to take action, the complaint being that Octroi and other local charges are steadily rising. I hear from various cotton Districts of sundry new taxes on ginned and pressed cotton and as traders up-country have to pay property taxes of various kinds and Municipal rates as well the feeling is growing that trade is being too heavily taxed in the Districts. Although we sym-

pathised with the appeals that have been made to us we have not yet taken action, but I put it to you, gentlemen, as to whether the time has not now come when the Government of India should enquire into the question of up-country charges upon staple articles of trade with a view to reduction or gradual abolition. The increasing prosperity of the country and the steadily increasing revenues of our Railways are evidence of the growth of our trade, and it seems strange that the petty hindrances of Octroi on many large articles of export should still remain to worry the merchant and that the cost to the consumer of so many important articles of import should be so much enhanced by local charges. Many of us have had experience of the Octroi system in Bombay, and are agreed, I imagine, in thinking that it is a cumbersome and an antiquated way of raising revenue. It gives rise, as we know, to many abuses, and it is one of those petty taxes on trade to which Commerce nowadays should not be liable. From almost every town up-country in which exporters are interested one hears constant complaints of the annoyances and delays caused in the payment and refund of Octroi, and if in Bombay the tax has led to serious abuses how much more so in towns in the mofussil. The question needs, no doubt, enquiry and discussion and I only allude to it on this occasion with the object of drawing attention to the matter and to enlist, as I trust and believe I shall, the sympathy of the Government of India. I would however say this that if Octroi on staple articles of trade should be abolished other local taxes bearing upon Commerce must not be increased and if the matter is looked at broadly I cannot but think that it will be recognised that at this stage of development, trade and commerce which add so much to the country's revenues are entitled to be freed as far as possible from local taxation.

Conclusion.

In conclusion, gentlemen, I would express a hope that the incoming Committee will not forget the suggestions and recommendations this Chamber has put forward for a bill for the compulsory registration of partnerships. The subject—a difficult one no doubt—is now before Government and will not I am sure be forgotten as such a measure would be of great benefit to the Mercantile Community. The question of some sort of uniformity in weights and measures is also an important one and any initiatory step towards this end will be welcome.

As regards our Membership I am glad to say that nine new Members were elected last year which is many more than usual, and I cannot but think that this is good evidence of the sound and useful work done by this Chamber. Our financial position is again quite satisfactory, and as, but owing to some extent to exceptional circumstances, our balance has increased by Rs. 14,000, we have decided to reduce the annual charge for publications to Rs. 200 and proportionately per mensem and for single copies, the change to come into force from 1st July next and this later on you will be asked to confirm. With these remarks, gentlemen, I beg to move the adoption of the report. (Applause.)

Double Income Tax.

Mr. H. E. E. Procter, in seconding the proposition, said :—Gentlemen,—In seconding the adoption of the Report for the past year it is hardly necessary for me to add much after the exhaustive manner in which our Chairman has dealt with the various subjects contained in it, but there are a few matters in the report I should like to refer to, and the first is the question of Double Income Tax. It has always seemed to me a most unfair thing that a person residing in England should have to pay both Indian and English Income Tax on any property he happens to hold in India. It is a distinct handicap against English capital coming out to this country and a hardship on retiring Anglo-Indians who have their money invested in India. The fair solution seems to me to be that put forward by the Bengal Chamber of Commerce whereby persons domiciled in England, who hold property in India, would have to pay the English Income Tax after deducting the Indian Income Tax which had been previously paid in India. This system is in force as regards probate and I can see no reason why it should not be applied in the case of income tax. I quite think that this is a matter Indian Chambers of Commerce might take up unitedly and I hope they will do so in the near future.

Railway Communications in Bombay.

With regard to Railway communications in Bombay I quite agree with our Chairman in thinking that our representation to Government on this important subject did not meet with the attention it deserved. We did not press that our views should be accepted, but that before a decision was come to a thorough investigation should be made on the spot by a representative Com-

mission. As stated by the Chairman, this question is a local one and does not concern the Railways alone but all the inhabitants of Bombay and as such ought not to be left to the decision of a Board who are practically strangers to the City. Personally, I think to develope Bombay as it should be and make it worthy of its position as the second City in the Empire, the B. B. and C. I. Railway should stop at Grant Road and the Victoria Terminus should be made the Joint Terminus for the B. B. and C. I. Railway and the G. I. P. Railway, but leaving this view aside, I do not think any one, whatever views they hold on this matter, would say that the present condition of things is satisfactory. If the Railway is to remain, then, in the interests of the City, which at present does not possess a drive worthy of the name, there should be a definite scheme worked out for laying out the land west of the Railway including whatever reclamation is necessary, so that the inhabitants of Bombay can get some value out of the frontage on Back Bay, which at present they certainly do not get. In Back Bay we possess one of the finest sea frontages in the world and yet, not content with allowing the Railway to be put down so as to effectually cut off the sea front from the City, what space there is left has been an eyesore and disgrace to the City for the past 17 years to my personal knowledge, and probably longer. Think of the difference it would make if we had a broad drive and promenade from the Band stand along the sea front to Malabar Hill. Then we should have something to be proud of and worthy of so great a City as Bombay undoubtedly is.

Reduction in Railway Rates.

The question raised by the Bengal Chamber is a very important one, for, while of course it would be a most unfair thing to allow one Railway to have a lower minima of rates than all the others, it is a question as to whether the time has not come for a general reduction of rates throughout the country. The profits made by the Railways are increasing by leaps and bounds and I certainly think that the traders in this country, who have contributed so largely to their profits should have some share of them either by way of reduced fares or increased facilities. As long as Government utilize these profits to construct fresh lines, double existing ones and provide more rolling stock, which is so urgently required, I do not think we need press for any reduction in rates but the matter should not be lost

sight of. The Chairman has alluded to the important part improved communications play in the consumption of manufactured articles and there is one matter in this connection I should like to refer to. When a new line is constructed bringing places into closer connection, I certainly think the inhabitants of those places ought to gain some benefit by the route being thus shortened but so far as I can ascertain they very seldom do. To explain what I mean I will give an instance. The Tapti Valley Railway was built to open up Khandeish and to bring Gujerat into closer connection with Central India and Bengal and to facilitate through traffic it was built on a standard gauge. Now, as the route saves about 150 miles it would be natural to expect that the rates by it would be a good deal cheaper than by the older and longer routes especially as rates are supposed to be charged on a mileage basis but, as a matter of fact, owing to the big trunk lines quoting special long distance rates for practically all the traffic that is worth having, it is very seldom that rates *via* the shorter route are cheaper than by the older and longer route and it is even difficult to get the traffic routed by the shorter route at the same rate, the result being that the inhabitants of Gujerat, who subscribed largely towards the capital of the line, practically get no benefit by the construction of the line as far as through rates are concerned. I think this is a matter which might with advantage be brought to the notice of the Railway Board by the Chamber, as the present condition of things constitutes a serious hardship on new lines like the Tapti Valley Railway.

Late Shipments of Piece-Goods from England.

The last matter I wish to refer to is the very serious one of the late shipments of piece-goods from England which, as usual, in a rising market has been most marked. In my opinion the only remedy lies in concerted action on the part of our home firms who should make an agreement not to buy except on fixed conditions as regards deliveries by which the manufacturers would have to make certain allowances for delivering late, say so much for the first month, so much for the second month, and so on. If all merchants buying for India and China were to so combine the manufacturers would have to give way. I have heard it said that such a combination is impossible and perhaps it is, as European firms never seems to trust each other or pull together in such matters, but I can see no reason for its being impossible. I am not advocating

a universal contract but only an agreement on the matter of delivery. If you want an example as to how to do it, I would point to the Native Piece-goods Dealers Association. We have each of us our different contract forms for our piece-goods business, but in the matter of shipping we are bound to act in accordance with rules of the above Association, and why? Because our dealers can work together in a way, I am told, European firms cannot! I can only trust it will be shown by our home firms forming such an agreement as I have suggested that combination is possible among Europeans as well as Natives.

Before sitting down I must thank you, gentlemen, for the honour you have done me in electing me your Chairman for the current year and I can only say now that I shall do my best to justify your confidence. (Applause.)

IMPROVEMENT IN AGRICULTURE.

Mr. H. Courtenay Wright supported the proposition and remarked:—At the last general meeting a complaint was made that Government were unable to tell us what steps if any they were taking with regard to the improvement in agriculture, a subject which this Chamber has pressed very strongly on them. It is very pleasing to be able now to congratulate Government on the advance made during the last 12 months. A yearly grant of 3½ lakhs has been allotted by the Government of India to this Presidency and our Government has lost no time in reorganising the department of Agriculture. The Bombay Government have also given further grants from the provincial funds sufficient to ensure the excellent work which has been begun being carried forward for the present at all events. I hope that Government will regard the progress and efficiency of this department as being an absolute necessity and will not, in times of famine and scarcity, divert funds which they would otherwise allocate to agriculture to what they may consider more urgent objects. Your representatives at the recent Agricultural Conference rightly laid stress on the contention that money spent on agriculture is one of the best insurances against famine. The Chamber, you will notice from the report, have addressed Government on the subject of the development of forest products, and your representatives at the Agricultural Conference suggested that Government should establish experimental plantations in the Kanara Districts. I have reason to believe the steps will be taken soon to carry these

recommendations into effect. The establishment of the new department of Commerce and Industry was welcomed by the commercial community and Mr. Hewitt's appointment was specially gratifying. I am sure we all join in regretting that we are to lose his services for a time and all the more so as he has been obliged to take furlough owing to bad health. We have to thank him for the ready way in which he has listened to us and the help he has given to us during the past year. I beg to support the adoption of the report. (Applause.)

The report was then adopted.

THE MILL INDUSTRY.

Mr. S. M. Moses, proposing a vote of thanks to the outgoing Committee, said:—Mr. Chairman, and Gentlemen,—I feel highly honoured at being entrusted with the pleasant task of proposing a vote of thanks to the retiring Committee. I must say, it is not a small matter for a number of gentlemen to devote their time throughout the year to attend to the various questions of commercial importance that are brought before them, for their deliberation and disposal, for which they deserve our warmest thanks. Their duties last year have been particularly arduous and pleasing. The advent of the arrival of their Royal Highnesses the Prince and the Princess of Wales, and the presentation of addresses to the departing and the new Viceroy and their replies are in themselves subjects of much commercial interest. Gentlemen, the year under review was one of unprecedented prosperity to Bombay. Abnormal profits have been made by the mills selling their yarn and cloth for forward delivery. The enormous profits thus realized, Bombay may well be called an "Eldorado." The transformation from depression to prosperity was as sudden as it was welcome. The mills declared good dividends, the mill-owners, the merchants, brokers and speculators have all been benefitted by the material enhancement in value of the mill scrips. The prospects appear to be good for 1906 as well, for most of the mills have sold their production to the end of the year, and some have sold for the early part of 1907. Owing to the Swadeshi movements, a great demand is expected for cloth, and hence I believe most of the mills have ordered out looms which are estimated to be not less than 14,000 and which will shortly come out for Bombay and Ahmedabad. When these arrive, a large quantity of yarn will thus be required for weaving purposes, so that, there will be a perceptible diminution of yarn

available for export to China, it will, doubtless, have a beneficial effect upon China markets, and it will at any rate, I expect, tend to maintain the present high rates in that part of the world for some time. I am glad to see that owing to the agitation of the mill-hands and in deference to public opinion, as well as to their own sense of humanity the mill-owners of Bombay have decided not to work their mills more than 12 or 13 hours a day. (Applause.) This is a step in the right direction, but the mills in the other parts of the Presidency should also follow suit, otherwise they will take an undue advantage on our Bombay Industry. (Applause.) It is also desirable for the interest of our mills that the health of the operatives should be preserved, and I consider it their duty to restrict the working hours, and provide the operatives with well ventilated rooms, and plenty of water for their domestic use. Gentlemen, you must have often noticed in the early mornings men, women and children hurrying on as fast as their legs can carry them, to be in time at the opening of the mills, and these people work all day in a close atmosphere to earn their living. I feel particular compassion on women who have to rise long before daybreak to prepare food for their family, and carry some frugal meal with them to the mills and after a hard day's work return home long after sunset to prepare dinner for their family. These poor creatures enjoy very little rest, and they deserve our commiseration and support. They feel themselves dependent upon the mills for their livelihood for which they are grateful, but that at the same time I think we are indebted to their punctuality, energy and skill in the art of spinning and weaving for the material success of our mill industry. Without these the mills cannot work, so that the obligations are mutual and reciprocal.

Silver.

Thanks to the Indian Government for continually buying silver, and to the presence of the large standing armies of the Japanese and the Russians at Manchuria, where a large quantity of silver is used, there was a continued demand for silver throughout the year, which caused exchange in China on India to keep up on a high level, this has added to the favourable realization of our yarn shipment to China. But there was one drawback in the market to which I cannot help alluding, that is owing to the scarcity of food grains and the consequent high prices ruling for them in the interior, the large rice crops

at Rangoon, and the holding of 9½ lakhs of bales of cotton at Colaba with a wonderful tenacity all tended to make money very scarce, and Bank rate ruling at 9 per cent. on Government Paper and 10-12 per cent. on produce. We have not witnessed such an intense scarcity since 1901. I maintain that such severe stringency in the money market positively strangles trade. Although the India Council were good enough to sell freely large amounts of Telegraphic Transfer, still it is to be regretted that Government of India were wanting in their support locally to ease the money market. With these remarks, I beg to propose **that the thanks of the Chamber be tendered to the Chairman, Deputy Chairman, and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year.** (Applause.)

The resolution was seconded by **Mr. L. B. Ker** and carried unanimously.

OTHER RESOLUTIONS.

It was proposed by **Mr. F. T. Rickards**, seconded by **Mr H. Blascheck**, and resolved **"That the following gentlemen be elected members of the Committee of the Bombay Chamber of Commerce for the year 1906:—Mr. F. W. Bickel, Mr. Donald N. Graham, Mr. George Miller, Mr. R. G. Monteath, Mr. J. N. Metaxa, Colonel H. D. Olivier, R. E., and Mr. J. Pollard."**

On the proposition of the **Chairman**, seconded by **Mr. G. Miller**, the following resolution was passed:—**"That as regards the charges for statistical returns, etc., Rule V be amended to the effect that the subscription payable by members for copies of all publications issued by the Chamber be reduced (from 1st July, 1906) from Rs. 240 to Rs. 200 per annum, and proportionately per mensem and per copy."**

It was proposed by **Mr. H. F. Wagstaff**, seconded by **Mr. C. Vernon** and decided: **"That Messrs. A. F. Ferguson and Co. be re-elected auditors of the Chamber's accounts for the year 1906, on the remuneration hitherto paid to them."**

This concluded the business before the meeting.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	A. J. Hunter ... / Alexander Brown,	1866-87
M. T. Brownrigg ...	1837-38	J. Foggo	1867-68
H. G. Gordon	1838-39	Hamilton Maxwell ...	1868-69
J. Skinner	1839-40	H. E. Astley ... / D. Graham ...	1869-70
T. R. Richmond ...	1840-41	A. D. Grant	1870-71
C. B. Skinner	1841-42	W. G. Hall	1871-72
S. D. Murray	1842-43	J. K. Bythell	1872-73
J. Wright ... / E. Lyon	1843-44	H. E. Bright ... / E. Lord ...	1873-74
T. Cardwell	1844-45	D. Watson	1874-75
J. Smith...	1845-46	J. A. Forbes	1875-76
W. Graham	1846-47	G. F. Henry ... / Donald Graham. .	1876-77
John Parsons	1847-48	Walter Lang	1877-78
A. G. Latham	1848-49	M. Mowat	1878-79
Robert Strong	1849-50	C. Macdonald	1879-80
W. S. Grey	1850-51	J. N. Graham	1880-81
John Parsons	1851-52	E. Comber ... / W M. Macaulay	1881-82
A. H. Campbell... ...	1852-53	James Thorburn	1882-83
H. B. Gilmour	1853-54	Sir F. Forbes Adam, Kt., C.I.E., 1883-84, 1884-85, 1886, 1887, 1888, 1889.	
James Graham... ...	1854-55	A. F. Beaufort ...	1890
W. F. Hunter	1855-56	L. R. W. Forrest. ...	1890-92
A. T. Binny ... / H. B. Gilmour ...	1856-57	J. L. Symons	1892
John Fleming	1857-58	R. S. Campbell	1893
Robert Ryrie	1858-59	W. R. Macdonell 1893, 1894, 1895	
H. D. Cartwright / Henry Scott ...	1859-60	A. F. Beaufort	1896
Andrew Grant ... / George Hamilton. / George Lord ...	1860-61	A. Abercrombie ...	1897
James N. Fleming / Michael H. Scott.	1861-62	R. H. Macaulay ...	1898
Robert Hannay... / Alexander Brown	1862-63	A. Abercrombie ...	1899
Andrew Grant	1863-64	William Greaves 1900, 1901, 1902	
A. C. Gumpert ... / Alexander Stewart	1864-65	J. M. Dick	1902-03
A. J. Hunter	1865-66	C. H. Armstrong ...	1904-05
W. Christian	1866-67	The Hon. Mr. H. E. E. Procter	1906

Secretaries.

R. X. Murphy	1836-38	H. Brooke	1859-64
J. E. Brenan	1838	James Taylor	1864-73
R. X. Murphy	1838-41	John Gordon	1873-84
T. J. A. Scott	1841-46	David Watson (Acting)	1881-82
John Connon	1846-57	John Marshall ...	1884-98
John Mawson	1857-59	Frederick Noel-Paton,	1898-1905
J. A. Crowe (Acting) ..	1858-59		

J. B. LESLIE-ROGERS, appointed 1905.

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1861 ...	1587	1860-61 ...	23,49,87,160	10,67,70,770	34,17,07,930
1862 ...	2333	1861-62 ...	22,32,04,320	14,95,19,850	37,27,24,170
1863 ...	2507	1862-63 ...	22,63,23,840	20,50,89,670	43,14,13,510
1864 ...	2958	1863-64 ...	27,14,55,900	22,96,25,810	50,10,81,710
1865 ...	3363	1864-65 ...	28,15,09,230	21,36,33,520	49,51,42,750
1866 ...	3563	1865-66 ...	29,59,93,280	26,55,73,010	56,15,65,290
1867 ...	3929	1866-67 ...	29,03,87,150	13,23,69,050	42,27,56,200
1868 ...	4008	1867-68 ..	35,70,57,830	11,77,53,740	47,48,11,570
1869 ...	4255	1868-69 ...	35,99,01,420	15,15,59,540	51,14,60,960
1870 ...	4771	1869-70 ...	32,92,75,200	13,95,48,072	46,88,23,272
1871 ...	5074	1870-71 ...	33,41,39,060	5,44,48,231	38,85,87,291
1872 ...	5369	1871-72 ...	31,08,37,470	11,57,38,129	42,65,75,599
1873 ...	5697	1872-73 ...	31,26,05,610	4,55,65,850	35,81,71,460
1874 ...	6226	1873-74 ...	32,59,58,730	5,79,25,336	38,38,84,066
1875 ...	6543	1874-75 ...	36,22,21,130	8,14,10,466	44,36,31,596
1876 ...	6862	1875-76 ..	38,88,73,403	5,30,07,224	44,18,80,627
1877 ...	7322	1876-77 ...	37,44,06,308	11,43,61,197	48,87,67,505
1878 ...	8223	1877-78 ...	41,46,41,851	17,35,54,596	58,81,96 447
1879 ...	8498	1878-79 ...	37,80,09,835	7,05,67,486	44,85,77,221
1880 ...	9166	1879-80 ...	41,17,25,671	11,65,48,948	52,82,74,619
1881 ...	9894	1880-81 ...	53,68,68,074	8,99,72,139	62,08,40,213
1882 ...	10153	1881-82 ...	49,11,28,724	11,32,27,804	60,43,56,528
1883 ...	10462	1882-83 ...	52,09,86,720	13,45,33,642	65,55,20,362
1884 ...	11635	1883-84 ...	55,29,89,907	12,87,79,633	68,17,69,540
1885 ...	12287	1884-85 ...	55,70,16,804	13,88,81,918	69.58,98,732
1886 ...	12896	1885-86 ...	55,65,19,552	15,46,70,808	71.11,90,360
1887 ...	14109	1886-87 ...	61,81,19,608	11,04,83,224	72,86,02,832
1888 ...	14582	1887-88 ...	65,00,45,881	13,81,25,456	78,81,71,337
1889 ...	15893	1888-89 ...	69,43.77.531	13,84,49,249	83,28,26,780
1890 ...	16407	1889-90 ...	69,19,93 762	17,45,45,037	86,65,38,799
1891 ...	17314	1890-91 ...	71,97,57,754	21,93,44,876	93,91,02,630
1892 ...	17894	1891-92 ...	69,42,75,659	14,72,26,621	84,15,02,280
1893 ...	18510	1892-93 ...	66,27,86,322	17,00,98,101	83,28,84,323
1894 ...	18906	1893-94 ...	77,02,60,944	18,46,12,564	95,48,73,508
1895 ...	19555	1894-95 ...	73,51,65,042	9,58,12,084	83,09,77,126
1896 ...	20262	1895 96 ...	72,93,61,344	13,36,79,854	86,30.41,198
1897 ...	21123	1896-97 ...	76,21,58,352	13,08,45,535	89,30,03,967
1898 ...	22048	1897-98 ...	73,63,43,159	20.53,06,170	94,16,49,329
1899 ...	23528	1898-99 ...	72,11,07,161	17,89,56,127	90,00,63 288
1900 ...	24760	1899-1900...	75,30,44,785	20,97,36,851	96,27,81,636
1901 ...	25373	1900-1901...	80,89 40,873	24,57,61,818	1,05,47,02,691
1902 ...	25931	1901-1902...	88,74,24,199	20,87,13,352	1,09,61,37,551
1903 ...	26956	1902-1903...	85,86,60 829	25,31,83,178	1,11,18,44,007
1904 ...	27565	1903-1904...	92.59,32,723	38,52,61,072	1,31,11,83 795
1905 ...	†	1904-1905...	1,04,41,39,854	39,50,81,750	1,43,92,21,604

† Figures not received up to time of publication of this Report.

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1861 ...	1587	1860-61 ...	32,97,06,050	1,11,95,490	34,09,01,540
1862 ...	2333	1861-62 ...	36,31,70,420	68,33,550	37,00,03,970
1863 ...	2507	1862-63* ...	47,85,96,450	1,11,11,400	48,97,07,850
1864 ...	2958	1863-64* ...	65,62,54,490	1,27,04,350	66,89,58,840
1865 ...	3363	1864-65* ...	68,02,70,160	1,44,45,900	69,47,16,060
1866 ...	3563	1865-66* ...	65,49,11,230	2,16,41,520	67,65,52,750
1867 ...	3929	1866-67 ...	41,85,99,941	2,43,15,030	44,29,14,971
1868 ...	4008	1867-68 ...	50,87,40,563	1,57,19,460	52,44,60,023
1869 ...	4255	1868-69 ...	53,06,21,647	1,39,55,800	54,45,77,447
1870 ...	4771	1869-70 ...	52,47,13,756	1,04,23,528	53,51,37,284
1871 ...	5074	1870-71 ...	55,33,18,252	2,22,07,646	57,55,25,898
1872 ...	5369	1871-72 ...	63,18,58,474	1,47,60,935	64,66,19,409
1873 ...	5697	1872-73 ...	55,23,62,953	1,29,80,790	56,53,43,743
1874 ...	6226	1873-74 ...	54,96,07,865	1,91,40,711	56,87,48,576
1875 ...	6543	1874-75 ...	56,35,92,404	1,62,53,091	57,98,45,495
1876 ...	6862	1875-76 ...	58,09,14,946	2,20,02,363	60,29,17,309
1877 ...	7322	1876-77 ...	61,01,38,912	4,02,98,978	65,04,37,890
1878 ...	8223	1877-78 ...	65,22,23,282	2,21,09,956	67,43,33 238
1879 ...	8498	1878-79 ...	60,93,68,769	3,98,22,283	64,91,91,052
1880 ...	9166	1879-80 ...	67,21,07,406	2,03,51,479	69,24,58 885
1881 ...	9894	1880-81 ...	74,54,09,072	1.44,04,408	75,98,13,480
1882 ...	10153	1881-82 ...	81,96,64,102	1,09,97,468	83,06,61,570
1883 ...	10462	1882-83 ...	83,48,49,372	1,04,18,488	84,52,67,860
1884 ...	11635	1883-84 ...	88,07,64,315	1,00,84,937	89,08,49,252
1885 ...	12287	1884-85 ...	83,17,01,507	1,96,89,796	85,13,91,303
1886 ...	12896	1885-86 ...	83,86,11,693	1,10,82,310	84,96,94,003
1887 ...	14109	1886-87 ...	88,48,10,354	1,72,04,261	90,20,14,615
1888 ...	14582	1887-88 ...	90,54,36,458	1,60,46,242	92,14,82,700
1889 ...	15893	1888-89 ...	97,06,02,386	1,78,43,819	98,84,46,205
1890 ...	16407	1889-90 ...	1,03,44,87,052	1,90,63,218	1,05,35,50,270
1891 ...	17314	1890-91 ...	1,00,21,50,575	2,12,31,785	1,02,33,82,360
1892 ...	17894	1891-92 ...	1,08,17,79,873	3,28,66,858	1,11,46,46,731
1893 ...	18510	1892-93 ...	1,06,57,46,715	6,95,89 237	1,13,53,35,952
1894 ...	18906	1893-94 ...	1,06,51,48,540	4 10,01,921	1,10,61,50,461
1895 ...	19555	1894-95 ...	1,08,92,91,101	8,22,60,717	1,17,15,51,818
1896 ...	20262	1895-96 ...	1,14,34,59,341	4 25,98,105	1,18,60,57,446
1897 ...	21123	1896-97 ...	1,03,98,36,184	4,93,74,955	1,08,92,11,139
1898 ...	22048	1897-98 ...	97,63,51,802	7,14,86,470	1,04,78,38,272
1899 ...	23528	1898-99 ...	1,12,80,11,811	7,41,14,207	1,20,21,26,018
1900 ...	24760	1899-1900...	1,09,11,36,448	7,95,63,876	1,17,07,00,324
1901 ...	25373	1900-1901...	1,07,76,44,143	14,22,73,646	1,21,99,17,789
1902 ...	25931	1901-1902...	1,24,52,48,571	11,47,08,603	1,35.99,57,174
1903 ...	26956	1902-1903...	1,29,40,79,337	9,65,76,370	1,39,06,55,707
1904 ...	27565	1903-1904...	1,53,51,71,599	15,04,38,811	1,68,56,10,410
1905 ...	† ...	1904-1905..	1,57,70,89,367	16 42 88,167	1,74.13,77,534

* Exports abnormally high owing to the American Civil War.

† Figures not received up to time of publication of this Report.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1899-1900 *to* 1904-1905.

	1899-1900.	1900-1901.	1901-1902.	1902-1903.	1903-1904.	1904-05.
IMPORTS—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Merchandise, Private.						
Bengal	29,75,88,460	31,86,91,468	32,82,04,478	32,82,39,948	33,64,54,439	38,61,59 986
Bombay	26,27,60,464	26,35,08,801	28,31,46,872	27,61,19,082	29,92,48,519	33,00,37,312
Sindh	4,22,62,878	4,56,41,007	6,43,96,140	5,18,79,310	5,47,56,020	7,70,34,793
Madras	5,58,08,813	6,62,40,579	7,68,27,436	7,20,36,892	7,51,47,845	8,45,56,016
British Burmah	4,86,97,999	6,86,91,933	6,21,30,450	5,94,45,899	8,26,25,707	8,90,76,809
Total ...	70,71,18,614	76,27,73,688	81,47,05,376	78,77,21,131	84,82,32,930	96,68,64 916
Ditto Government Stores	4,59,26,171	4,61,67,185	7,27,18,823	7,09,39,698	7,76,89,793	7,72,74,938
Total Merchandise ...	75,30,44,785	80,89,40,873	88,74,24,199	85,86,60,829	92,59,22,723	1,04,41,39,854
Treasure, Private.						
Bengal	5,60,56,464	5,74,92,830	5,11,69,963	5,72,93,829	9,47,69,291	10,44,43,477
Bombay	14,63,92,785	9,76,14,457	13,31,38,545	16,89,81,679	20,50,09,995	21,56,23,877
Sindh	16,26,078	3,30,006	9,64,932	31,41,390	43,80,854	43,41,149
Madras	50,13,840	79,71,553	1,01,71,397	2,01,31,719	1,31,80,117	35,64,892
British Burmah	4,95,965	12,21,434	10,38,959	30,08,657	20,93,264	23,01,903
Total ...	20,95,85,132	16,46,30,280	19,64,83,796	25,25,57,274	31,94,32,621	33,02,75,298
Ditto Government	1,51,719	8,11,31,538	1,22,29,556	6,25,904	6,58,28,451	6,48,76,452
Total Treasure ...	20,97,36,851	24,57,61,818	20,87,13,352	25,31,83,178	38,52,61,072	39,50,81,750
Grand Total of Imports ...	96,27,81,636	1,05,47,02,691	1,09,61,37,551	1,11,18,44,007	1,31,11,83 795	1,43,92,21,604
EXPORTS—						
Merchandise, Private.						
(Foreign Goods)						
Bengal	19,56,553	22,34,637	18,10 928	18,06,758	21,08,288	25 96,347
Bombay	2,46,94,259	2,44,49,048	2,53,32,170	2,27,10,074	2,65,16,638	2,57,84,864

Sindh	51,51,023	43,10,239	43,14,933	36,65,689	32,92,611	38,02,823
Madras	7,20,425	6,36,397	8,06,583	8,92,709	8,57,861	11,94,360
British Burmah	4,04,317	4,55,173	3,44,634	2,84,874	4,79,689	3,47,702
Total ...	3,29,26,577	3,20,85,494	3,26,03,248	2,93,60,104	3,32,55,087	3,37,26,095
(Indian Produce and Manufactures.)						
Bengal	50,06,69,350	54,92,09,763	55 05,91,969	53,67,52,134	59,75,01 312	64,08,51,282
Bombay	27,76,19,894	24,72,28,621	35,29,25,836	36,08,97.217	46,11 99,893	41 54,45,707
Sindh	5,81,32,711	2,88,56,701	8,43,47,979	7,63,57,251	12,93,56,612	17 59 63,613
Madras	11,92,45,895	11,68,60,551	11,77,05,938	13,01,63,242	15,00,73 900	14 66,34,127
British Burmah	10,14,70,678	9,99,07,654	10,57,64,984	15,47,37,035	15,82,09,018	16,24,01,927
Total ...	1,05,71,38,528	1,04,20,63,290	1,20,83,36,706	1,25,89,06,879	1,49,63,40,735	1,54,12,86,656
Total Fgn. and Indian Merchandise exported.						
Bengal	50,26,25,903	55,14,44,460	55,24,02,897	53,85,58,892	59,96,09,600	64,34,47,629
Bombay	30,23,14,153	27,16,77,669	37,82,58,006	38,36,07.291	48 77 16,531	44,12,30,571
Sindh	6,32,83,734	3,31,06,940	8,86,62,912	8,00,22,940	13,26,49,228	17,97,66,435
Madras	11,99,66,320	11,74,96,948	11,85,06,521	13,10,55,951	15,09,31,761	14,78,18,487
British Burmah	10,18,74,995	10,03,62,827	10,31,09,618	15,50,21,909	15,86,88,707	16,27,40,629
Total ...	1,09,00,65,105	1,07,41,48,784	1,24,09,39,954	1,28,82,66,983	1,52,95,95,822	1,57,50,12,751
Ditto Government Stores	10,71,343	34,95,359	43,08,617	58,12,354	55,75,777	20,76,616
Total Merchandise ...	1,09,11,36,448	1,07,76,44,143	1,24,52,48 571	1,29,40,79,337	1,53 51,71,599	1,57,70,89,367
Treasure, Private.						
Bengal	39,67,384	63,74,486	54,65,355	83,61,980	40,01,690	17,70,682
Bombay	7,44,43,593	6,46,07.098	7,73 85,523	7,80,54.717	7,37.77,184	7,38,49,580
Sindh	4,30,133	7,50,452	2,66,287	4,19,639	18,17,392	10,92,784
Madras	6,55,000	25,57,715	15,01,000	10,74,000	12,81,425	30,00,360
British Burmah	4,295	4,54,500	7,500	1,89,772	6,16,089	52,300
Total ...	7,95,00,405	7,47,44,251	8,46,25,665	8,81,00,108	8,14,93,730	7,97,65,656
Ditto Government	63,471	6,75,29,395	3,00,82,938	84,76,262	6.89,45.081	8,45,22,511
Total Treasure ...	7,95,63,876	14,22,73,646	11,47,08,603	9,65,76,376	15,04,38,811	16,42,88,167
Grand Total of Exports ...	1.17,07,00,324	1 21,99.17,789	1,35 99,57,174	1,39,06,55,707	1,68,56,10,410	1,74,13,77,534

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1902-1903 *to* 1904-1905.

ARTICLES.		Quantities.			Value.		
		1902-1903.	1903-1904.	1904-1905.	1902-1903.	1903-1904.	1904-1905.
					Rs.	Rs.	Rs.
Animals—Living	No.	4,880	7,335	8,087	18,51,104	28,12,695	27,77,764
Apparel, &c. (excluding Boots and Shoes)	value.	.....	.....	.....	62,65,659	66,17,428	68,14,748
Arms, Ammunition, &c. (excluding Dynamite and other Explosives)	„	.....	.....	.....	8,58,838	8,62,259	3,80,222
Articles imported by Post	„	.....	.....	.....	72,18,714	50,40,207	51,60,976
Building and Engineering Materials	„	.....	.....	.....	8,03,400	8,85,327	10,00,614
Cabinetware and Furniture	„	.....	.....	.....	5 54,590	5,39,678	4,94,253
Candles	lbs.	846,865	893,185	771,855	2,70,427	2,88,029	2,37,368
Clocks and Watches	No.	217,462	237,447	282,226	9,99,713	9,41,265	9,52,399
Coal, Coke, and Patent Fuel	tons.	173,616	151,885	191,255	31.85,045	27,90,689	33,45,115
Cotton—Raw	cwts.	65,257	17,388	188,744	16,42,694	4,76,729	62,71,278
Do. Twist and Yarn	lbs.	6,149,820	5,867,753	6,466,280	41,16,506	44,20,174	51,74,257
Do. Piece-Goods	yards.	495,723,405	552,560,214	574,252,724	} 6,72,25,791	7,73,78,797	8,95,36,417
Do. Shawls and Handkerchiefs	No.	6,938,975	13,179,149	10,050,890			
Do. Hosiery, Thread, Net, Canvas, &c.	value.	.....	.....	.....	25,89,199	31,76,821	47,88,978
Chemical Products and Preparations	„	.....	.....	.....	18,80,294	19,84,466	17,12,944
Dynamite and other Explosives	cwts.	1,214	441	586	93,876	18,682	29,872
Drugs, Medicines & Narcotics (excluding Tobacco).	value.	...	.....	.....	25,78,623	29,98,904	30,28,298
Dyeing and Colouring Materials—Aniline and Alizarine Dyes	lbs.	7,125,659	9,614,956	8,270,527	52,77,580	67,03,474	56,46,086
„ „ Other Sorts	cwts.	11,178	8,108	6,989	8,17,899	8,85,350	12,13,680
Earthenware and Porcelain	value.	.....	.....	.....	9,22,837	9,74,888	10,39,716
Fireworks	„	.....	.....	.....	2,17,631	3,71,214	4,89,952
Glass and Glassware	„	.....	.....	.....	47,45,461	47,90,551	52,56,121
Gums and Resins (excluding Cutch and Gambier).	cwts.	60,772	102,496	85,032	8,56,295	13,23,565	12,36,720
Hardware and Cutlery	value.	.....	.....	.....	72,50,088	83,39,576	81,95,683
Hides and Skins	cwts.	24,516	16,359	19,051	14,00,885	10,25,194	12,48,690
Instruments and Apparatus	value.	.....	.....	.....	21,80,658	23,68,694	26,39,002
Ivory, Unmanufactured	lbs.	301,963	304,639	278,915	17,57,028	18,16,849	15,72,999
Do. Manufactured	value.	.....	.....	.....	1,78,869	2,34,288	2,80,040
Jewellery, Precious Stones, Pearls, &c.	„	.....	.....	.....	80,47,587	62,10,919	57,19,098
Leather, Unwrought, Saddlery, &c.	„	.....	.....	.....	14,69,939	14,36,078	12,65,631
Do. (Boots and Shoes)	pairs.	246,292	353,283	563,915	7,25,874	8,39,281	10,99,975
Liquors—Ale, Beer, and Porter	gallons.	1,401,938	1,314,464	1,680,149	15,23,005	14,42,892	18,09,541

Liquors—Spirits ... ... ,,	391,386	400,112	431,329	28,72,992	29,61,444	31,50,294
Do. Wines and Liquors ... ... ,,	118,664	111,199	111,362	9,42,188	9,49,950	9,28,200
Do. Other sorts ... ... ,,	1,381	1,352	1,454	4,316	4,094	3,887
Machinery and Millwork ... ... value.	... ..	.....	.....	1,04,19,909	1,26,74,688	1,21,14,750
Matches, Lucifer and other ... ... ,,	.....	.....	.....	14,02,214	15,18,872	14,53,468
Metals—Brass ... ... cwts.	3,987	5,147	3,629	2,48,963	3,03,834	2,17,574
Do. Copper ... ... ,,	82,830	10,5042	89,386	46,29,090	58,03,361	48,79,402
Do. Mixed or Yellow Metal ... ... ,,	126,577	123,833	146,416	56,65,736	55,75,912	65,75,168
Do. Iron ... ... ,,	810,586	782,087	904,173	59,79,951	60,10,539	66,48,856
Do. Lead ... ... ,,	20,266	18,032	13,899	2,32,310	2,10,078	1,76,796
Do. Quicksilver ... ... lbs.	107.475	117,453	112.976	1,86,702	2,05,223	1,89,425
Do. Steel ... ... cwts.	1,177,296	1,445,854	1,406,856	70,20,613	83,42,823	75,79,460
Do. Tin ... ... ,,	6.715	9,730	7,233	6,13,399	9,78,969	7,36,251
Do. Zinc or Spelter ... ... ,,	35.677	45,705	32,791	5,15,829	7,25,497	5,84,211
Do. Other sorts ... ... ,,	9,384	6,862	11,493	8,94,880	6,58,752	10,00,623
Oil Mineral—Kerosine ... ...gallons.	29,405,818	24,112 963	22,481,116			
Do. do. other sorts ... ... ,,	2,126,899	2,190,001	1,849,944	1,29,15,586	1,12,77,561	9,604,567
Do. do. Paraffin wax ... ... cwts.	257	114	175			
Do All other Sorts ... ...gallons.	293,070	210,268	289,134			
Paints and Colours (excluding Painters' Materials). cwts.	79,105	82,850	85,141	11,72,622	11,93,291	12,73,960
Paper and Pasteboard ... ... value.	... ..	.....	.....	26,69,406	26,06,211	31,65,055
Perfumery, other than Musk ... ... ,,	.....	.....	.....	1,56,424	2,12,762	1,59,152
Provisions ... ... ,,	.....	.....	.....	63,39,524	80,68,300	81,78,508
Railway Plant and Rolling Stock ... ... ,,	.....	.....	.....	47,23,061	46,55,794	27,70,429
Silk—Raw ... ... lbs.	1,411,415	1,344,791	1,580,581	44,31,816	49,65,012	58,56,879
Do. Piece-Goods (including silk mixed with other materials) ... ... yards.	10.701.450	11,103,618	14.863,208	89,00,748	88,87,724	1,09,27,495
Spices ... ... lbs.	12.099,985	12,784,038	16,065,372	21,74,702	26,65,472	30,20,544
Sugar, refined or crystalised (including Sugar Candy). cwts.	2,377,271	2,571,398	2.667,617	2,35,34,202	2,52,24,640	2,90,25,457
Tea ... ... lbs.	3,055,215	2,888,529	2,892,368	17,29,963	17,80,233	15,25.678
Tobacco, Cigars, &c. ... ... ,,	647,730	676,832	668,489	8.39,006	9,25,845	9,04,500
Umbrellas ... ... No.	938,951	1.035.126	608,145	9,14,030	10,97,742	5.53,976
Wool—Raw ... ... lbs.	1,279,619	1,227,114	1.279 444	3.60,338	3,42,705	3.91,615
Woollen Piece-Goods ... ... yards	5,588,203	7,825 598	11,719,801	49 55,074	70.65,447	96,05,160
All other Articles ... ... value	.....	.....	.....	1,95,98,661	2,18,82,555	2,63,11,548
Total Value ...	.....	.....	.....	27,60,44,889	29,91,69,503	32,98,77,235
Treasure—Gold ... ... Ozs. ...	1,444,580	1,746,018	2,041,111	6,94,11,091	10,65,40 818	12,47,04,214
Do. Silver ... ... ,, ...	62,222,274	56,285,215	51,027,017	9,95,70,638	9,84,68,277	9,09,19,663
Total Treasure ...	63,366,804	58,031,233	53,068,128	16,89,81,679	20,50,09,095	21,56,23,877
Grand Total...Rs.	.....	.....	.....	44,50,26,518	50,41,78,598	54,55,01,112

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1902-1903 to 1904-1905.

ARTICLES.	Quantities.			Value.		
	1902-1903.	1903-1904.	1904-1905.	1902-1903.	1903-1904.	1904-1905.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee ... ... cwts.	1,879	1,711	1,273	Rs. 62,395	Rs. 44,993	Rs. 40,318
Coir, unmanufactured and manufactured (excluding Ropes) ... ... „	13,522	9,586	8,733	1,41,848	86,354	80,673
Cotton—Raw ... ... „	4,330,680	5,648,285	3,862,733	10,71,37,582	18,02,83,849	12,08,14,884
Do. Twist and Yarn ... ... lbs.	228,446,125	236,191,690	233,072,314	7,87,89,959	8,29,96,941	9,24,55,901
Do. Piece-goods ... ... yards.	44,862,475	52,255,638	57,998,651			
Do. Shawls and Handkerchiefs ... ... No.	105,182	186,365	102,637	61,52,328	74,75,623	84,00,982
Do. Hosiery, Thread, Net, Canvas, &c. ... value.	... ..	.....	.....	4,59,274	4,34,426	3,21,771
Dyeing and Colouring Materials (including Cutch, Gambier and Lac)—						
Indigo ... ... cwts.	2,295	3,557	3,291	4,11,317	6,67,463	6,50,887
Myrabollams ... ... „	954,666	993,839	811,118	32,42,015	35,36,706	30,32,478
Other Sorts ... ... „	51,181	32,747	18,626	5,07,093	2,60,316	1,46,152
Grain and Pulse—						
Rice *not in the Husk* ... ... „	973,733	847,400	759,625	48,04,195	47,87,149	41,84,643
Wheat ... ... „	390,748	3,690,762	5,965,438	19,27 304	1,60,56,396	2,55,29,086
Wheat Flour ... ... lbs.	61 938,791	74.702,974	95,317,634	37,09,457	44,67,913	58,16,107
Other sorts ... ... cwts.	1,367,864	2,531,292	2,980,758	49.40,105	90,82,557	1,14,34,897
Hides and Skins—						
Hides ... ... No.	141,857	117,281	106,666	8,02,220	6,65,984	7,89,363
Skins ... ... „	3,441,181	3,979.724	3,635,807	50,73.437	58,78,338	56,34,715
Oils ... ...gallons.	239,532	317,845	577,527	8.67.081	9,72,728	12,00,513
Opium ... ... chests.	19,378	25,422	19,005	2,50,93,729	3,42,93,730	3,04,02,377
Provisions ... ... value.	.....	.....	.....	21 77,680	16,74,690	17,98,574
Seeds—						
Linseed... ... ... cwts.	2,086,642	3,078,824	4,204,704	1,90,94,686	2,07,46,634	2,44,38,447
Rape ... ... „	2,409,477	2,744,845	2,222,205	1,53,41.719	1,56,74,399	1,19,44,028
Gingelly ... ... „	3,047,851	2,844,667	1,854,381	2,33,97,000	1,86,59,821	1,26,78,462
Poppy ... ... „	539,626	778,729	814,199	46,69,684	52,62,464	4,671,478
Castor ... ... „	1,339,583	1,337,488	1,096,874	69.19.164	58,55,139	5,329,641
Groundnuts ... ... „	52,766	91,439	42,408	3,86,898	5,96,222	271,732

Cotton	„	3,859,459	2,4[illegible]3,788	2,389,331	98,01,717	59,53,425	58,46,561
Other sorts	„	572,937	576,956	805,906	26,81,304	34,25,666	43,99,596
Spices	lbs.	8,208,797	9,409,670	6,255,859	23,39,488	23,55,561	14,17,207
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	7,911	7,375	8,407	1,09,431	1,04,953	1,19,976
Do. unrefined (Molasses, Goor, &c.)	„	12,926	10,557	9,996	1,13,334	95,844	88,141
Tea	lbs.	3,743,596	3,217,801	3,212,208	18,52,511	15,72,445	15,72,724
Tobacco, Cigars, &c.	„	6,811,823	7,026,647	5,242,914	8,62,904	8,81,050	6,67,967
Wool—Raw	„	12,807,732	17,064,595	20,724 884	60,55,778	77,83,059	1,09,37,108
Woollen Shawls	No.	813	921	634	29,914	17,163	14,559
All other Articles	value.	.....	.....	.....	2,09,35,650	1,84,85,586	1,88,86,771
Total Value Rs. ...		.....	.....	.....	36,08,89,861	46,11,35,627	41,54,28,664
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,300,752	939,968	12,56,489	7,62,848	5,71,106	8,78,755
Do. Piece-goods	yards.	51,054,686	60,770,517	56,684,933	96,65,797	1,15,61,468	1,11,36,139
Do. Shawls and Handkerchiefs	No.	931,110	781,523	738,980			
Do. Hosiery, Thread, Net, Canvas, &c ...	value	.....	.....	.....	2,60,128	4,64,522	3,80,708
Gums and Resins (excluding Cutch and Gambier).	cwts.	42,520	54,715	65,244	7,48,737	9,80,527	11,85,518
Ivory, unmanufactured	lbs.	131,386	125,822	118,093	6,78,985	6,16,508	5,58,834
Provisions	value.	.....	.....	.....	14,34,432	18,99,085	18,31,545
Silk—Raw	lbs.	82,424	65,285	52,757	1,48,942	1,34,330	1,39,813
Do. Piece-goods (including silk mixed with other materials)	yards.	1,077,148	848,490	857,554	7,06,216	6,58 521	5,80,658
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	21,119	29,291	40,023	2,27,819	3,02.591	4,28,505
Tea	lbs.	1,604,093	888,510	926,630	10,48,373	6,46,446	6,31,891
Wool—Raw	„	566.496	313,264	122,304	1,62,695	1,18,230	53,550
Do. Piece-goods	yards	228,041	220,147	318,942	2,31,421	2,50,958	3,67,411
All other Articles	value.	.....	.....	.....	66,33,701	83,12,351	76,16,537
Total Value Rs. ...		.....	.....	.....	2,27,10,044	2,65,16,638	2,57,84,864
Grant Total Rs. ...		.....	.....	.....	38,35,99,905	48,76,52.265	44,12,13,528
Treasure—Gold ... ... Ozs ...		596,820	685,958	640,348	3,40,81,517	3,61,98,062	3,64,13.259
Do. Silver ... ... „ ...		20,734,768	21,498,407	20,936,305	4,89,73,200	3,75,84,072	3,74,36,321
Total Treasure ...		29,331,588	22,134,365	21,576,653	7,80,54,717	7,37,77,134	7,38,49,580
Grand Total Rs. ...		.....	.....	.....	46,16,54,622	56,14,29 399	51,50,63,108

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1903, 1904, and 1905.

Articles.	Quantities.			Value.		
	1903.	1904.	1905.	1903.	1904.	1905.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	15,817	15,002	25,392	59,28,274	49,88,546	55,44,135
Apparel (including Millinery, &c.) ... value.	.....	.....	.....	1,66,34,176	1,91,98,598	1,88,59,680
Arms, Ammunition, &c. ... ... „	.....	.....	.....	26,53,626	26,95,662	23,75,685
Books and Printed Matters ... ... cwts.	28,581	39,408	22,617	26,58,933	30,71,398	34,78,305
Building and Engineering Materials ... value.	.....	.....	.....	26,43,194	33,96,428	44 33,985
Coffee ... ... cwts	9,481	7,939	6,639	2,56,105	2,41,514	2,19,420
Coal, Coke and Patent Fuel ... ... tons.	164,140	253,874	197,784	30,39,964	45,90,362	34,48,440
Cotton—Raw ... ... cwts.	24,933	85,567	248,925	6,63,701	29,87,460	80,14,500
„ Twist and Yarn ... ... lbs.	27,895,604	30,243,097	42,879,196	2,02,21,972	2,49,16,928	3,21,84,160
„ Piece-Goods ... ... yards.	2,043,729,781	2,257,790,942	2,389,635,926	27,04,60,144	32,74,18,716	35,66,03,520
„ Shawls, Hosiery, Thread, &c. ... value.	.....	.....	.....	1,33,65,720	1,80,07,118	2,01,61,485
Corals, Real ... ... lbs.	173,536	184,849	189,026	4,23,772	4,89,186	4,82,670
Chemicals ... ... value.	.....	.....	.....	56,90,068	59,24,725	69,80,655
Clocks and Watches ... ... No.	393,997	482,260	621,713	16,21,602	18,61,793	19,94,355
Candles ... ... lbs.	2,905 835	3,030,099	2,886 937	9,04,553	9,08,997	8,16,480
Drugs, Medicines and Narcotics (including Tobacco) ... ... value.	.....	.....	... ..	1,17,36,394	1,24,70,229	1,33,79,685
Dyeing and Tanning materials (Alizarine and Aniline dyes) ... ... lbs	11,584,104	10,936,351	11,581,319	79,13,239	69,78,648	75,72,210
„ other sorts ... ... cwts.	39,494	40,288	51,910	15,81,874	16,82,919	21,32,745
Earthenware and Porcelain ... ... value.	.....	.....	.....	28 10,729	28,16,241	31,90,140
Flax manufactured and unmanufactured. „	.....	.....	.....	19,86,598	21,07,685	21,53,415
Fruits and Vegetables ... ... „	.....	.....	.....	7,85,150	9,85,850	10,14,195
Gums and Resins ... ... cwts.	127,569	169,703	141,191	13,76,956	19,30,331	17,79,795
Glass and Glassware ... ... value.	.....	.....	.....	96,76,567	1,10,47,863	1,12,94,415
Hides and Skins, dressed and undressed—						
Hides ... ... cwts.	6,005	7,240	11,956	3,02,078	3,61,186	5,22,555
Skins ... ... „	25,084	24,203	29,327	16,20,520	16,84,782	17,61,555
Ivory, unmanufactured ... ... lbs.	294,015	259,193	276,977	17,39,669	14,76,022	16,42,305

Instruments and Apparatus ...	value	.....	.....	.....	73,79,474	70,57,071	87,38,520
Jewellery, Precious Stones, Pearls, &c...	„	.....	.....	.....	1,61,71,060	1,06,21,906	1,47,99,750
Liquors—Ale, Beer and Porter ...	gallons	4,011,256	4,503,429	4,626,753	54,40,045	59,77,272	59,15,625
„ Spirits	„	1,427,286	1,417,646	1,597,043	97,09,700	96,77,358	1 05,43,650
„ Wines, Liqueurs, &c. ...	„	345,317	348,142	369,875	28,72,748	28,99,696	32,12,625
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	26,02,193	25,70,476	28,50,045
„ Boots and Shoes	pairs	1,041,012	1,548,837	1,633,698	25,67,364	34,01,349	35,13,060
Metals (excluding Hardware & Cutlery).	tons.	463,378	539,441	506,837	8,62,62 288	10,17,80.488	8,55,75,660
„ Hardware and Cutlery	value.	.....	.....	.....	2,27,16,489	2,39.22,130	2,27.13,210
„ Machinery and Millwork	„	.....	.....	.....	3,09,89,030	4,04,86,714	4,44,82,260
Matches, Lucifer and other	„	.....	.....	.....	51,44,695	47,91,091	56,37,075
Oil, mineral—Kerosine	gallons	76.355,207	70,591,178	62,327,628	3,12,34,648	2,91,77 155	2,24,38,515
„ „ other kinds	„	7,797,670	8,714,790	9,465,932			
„ „ „ „	cwts	228	184	668	49,47,575	54,77,733	61,39,500
„ all other kinds	gallons	1,042,085	965,357	1,444,664			
Provisions	value.	.....	.....	.....	1,89,71.496	2,16,64,115	2,37,17,190
Paints and Colours	cwts.	199,972	219,180	223,422	31,86,577	33,95,641	36,94,290
Painters' Materials	value.	.....	.....	.....	9,87,693	12,78,291	11,42,910
Paper and Pasteboard	„	.....	.....	.....	49 13,981	61,41,407	69,95,655
Perfumery	„	.....	.....	.....	2,97,844	2,70,388	3.07,770
Railway Plant and Rolling Stock ...	„	.....	.....	.....	1,46,40,024	5,31,18,599	1,72,82,955
Salt	tons.	434,584	485,956	433,246	61,34,109	70,65,518	62,63,070
Silk, Raw	lbs.	1,368,176	1,939,587	1,641,228	49,57,590	76,20,585	70,25,655
„ Piece-Goods (including goods mixed with other materials)	yards.	21,453,824	24,700,675	22,014,203	1,50,65,905	1,69,48,701	1,55,86,899
Soap	cwts	140,374	162,151	187,266	24 28,557	27,18,038	31,01,940
Spices	lbs.	95,330,476	105,649,564	121,132,191	83,44,920	92,65.883	1,07.11,245
Stationery (excluding Paper).	value.	.....	.....	.....	37,23,654	37,28,197	36,51,705
Sugar and Sugarcandy, Refined ...	cwts	5,333,682	6,819,772	5,726,576	5,22,16,981	6 53,83,208	6,18,06,780
„ Unrefined and Confectionery ...	„	394,319	532,330	769,279	21,66,237	26,34 980	44,65,105
Tea	lbs.	3,999,619	3,298,183	4,288,650	22,65,298	17,77,406	20,11,695
Toys and Requisites for Games ...	value.	.....	.....	.....	25,51,071	28,12,080	28.74,720
Umbrellas	No.	2,770,568	2,254,066	2,095,592	23,96,411	20,41,850	27,52,920
Wood, Timber	cubic tons.	58,306	68,853	105,208	41,40,899	52,61.368	82,20,225
„ other Sorts, including wooden-ware.	value.	.....	.....	.....	7,72,844	7,31,193	8,85,765
Wool, Raw	lbs.	2,354,736	1,943,518	2,874,551	7,51,363	6,45,086	8,68,965
„ Piece-Goods	yards.	14,295,146	23,653,069	20,848,540	1,25.69,480	1,94,73,698	1,74,42,285
„ Shawls, Braids, &c.	value.	.....	.....	.....	77,16,434	1,13,04,125	75,75,030
All other Articles	„	.....	.....	.....	3,22,02,340	3,73,69,446	4,11,58,695
Total Value Rs....		.....	.....	.....	82,01,34,585	95.47,29,414	99.81,43,950

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and Value of the Principal Articles exported in the years ending 31st December 1903, 1904, and 1905.

ARTICLES.	Quantities.			Value.		
	1903.	1904.	1905.	1903.	1904.	1905.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	347,932	265,669	367,310	1,60,38,534	1,34,61,063	1,82,52,255
Cotton—Raw ... ... „	7,699,068	6,605,682	6,907,890	20,64,40,965	22,68,17,006	18,49 48,815
„ Twist and Yarn ... ... lbs.	277,215,059	213,561,251	299,623,272	9,55,53,105	8,24,73,306	12,29,94,900
„ Piece-Goods ... ... yards.	71,593,913	84,605,366	95,369,937	1,39,97,273	1,60,85,712	1,88,44,860
„ Shawls, Hosiery, &c. ... ... value	.....	.....	.....	14,69,338	16,78,538	17,90,010
Coir, Unmanufactured ... ... cwts.	26,614	23,470	15,067	2,20,179	2,18,977	1,24,350
„ Manufactured (excluding Cordage) „	458,223	526,036	525,990	45,34,142	53,33,979	52,42,845
Dyeing and Colouring Materials—						
Indigo ... ... „	64,758	61,479	39,925	1,16,18,454	1,07,02,417	68,22,615
Myrabollams ... ... „	1,096,370	1,201,654	1,292,053	37,04,398	42,67,705	47,17,590
Cutch and Gambier ... ... „	110,474	85,366	48,149	20,43,008	13,75,047	7,27,665
Other sorts ... ... „	108,369	72,555	69,372	7,13,259	4,60,961	5,24,280
Grain and Pulse—						
Rice in the Husk ... ... „	527,780	472,348	662,873	12,11,158	10,77,780	17,61,300
„ not in the Husk ... ... „	45,382,934	49,182,364	45,049,482	19,48,43,800	19,58,19,631	18,92,39,200
Wheat ... ... „	22,905,362	40,250,795	25,472,526	9,86,14,957	16,71,84,715	11,34,30,420
„ Flour ... ... „	758,131	1,005,164	1,011,433	49,95,782	66,44,499	69,95,865
Other Sorts excluding Rice Flour ... „	5,540,625	7,085,456	6,977,716	1,91,13,206	2,41,80,363	2,50,20,315
Hides and Skins—						
Hides ... ... „	752,054	824,867	1,017,145	3,61,24,989	4,29,77,764	5,95,65,270
Skins ... ... „	407,378	489,461	631,472	4,97,11,091	5,45,18,086	6,40 87,350
Jute—Raw ... ... „	11,640,847	14,390,534	12,969,658	10,09,53,802	12,66,06,121	14,75,15,040
„ Gunny Bags ... ... No.	210,500,722	200,783,519	221,579,531	4,49,70,554	4,69,19,487	5,72 69,490
„ Cloth ... ... yds.	539,178,204	590,974,291	620,117,282	4,71,23 682	5,21,66,092	5,85,13,650
„ Other Sorts... ... ... value.	.....	.....	.....	5,79,139	7,04,534	5,83,260
Lac—Shell, Button, Stick, &c. ... ... cwts.	230,920	254,223	251,881	2,34,65,093	3,44,90,964	2,77,54,785
Opium ... ...chests.	72,424	68,712	63,053	9,64,84,702	10,92,02,120	9,80,57,695
Oils ... ... { gallons	6,948,435	9,388,198	6,375,086	1,03,72,797	1,03,60,063	85,81,635
{ cwts.	43,206	42,940	63,966			
Provisions (excluding Wheat Flour) ... value.	.....	.....	.....	62,27,915	65,74,036	66,36,865

Spices	lbs.	33,112,038	38,053,562	34,324,728	78,24,030	87,11,746	77,17,140
Saltpetre	cwts	412,593	390,970	313,122	43,52,938	39,95,244	35,35,845
Seeds—							
Linseed	cwts.	8,480,306	10,946,622	6,163,902	5,86,67,572	6,19,67,490	4,15,26,255
Rape	,,	4,151,959	4,966,840	2,246,357	2,44,08,074	2,64,78,471	1,29,10,290
Gingelly	,,	4,064,938	3,251,784	1,964,022	2,98,56,866	2,16,15,605	1,51,95,615
Poppy	,,	1,260,437	1,279,943	911,270	84,80,686	73,92,423	64,34,415
Castor	,,	1,719,951	1,363,652	1,339,169	78,41,976	60,03,837	75,80,535
Groundnuts	,,	1,370,312	1,684,069	1,698,614	85,98,842	94,43,569	1,04,35,110
Cotton	,,	3,717,116	2,304,137	3,274,500	92,27,689	56,93,166	79,63,770
Other Sorts	,,	677,524	1,017,374	710,325	41,71,816	55,75,591	48,26,160
Silk, Raw	lbs.	1,994,576	1,373,248	1,802,408	68,79,589	48,48,090	58,76,910
,, Piece-Goods (including Silk mixed with other Materials)	yds.	949,640	738,908	691,569	9,67,943	7,54,124	7,11,660
Sugar Refined or Crystalised	cwts.	14,570	21,689	27,113	1,56,293	2,50,065	3,40,275
,, Unrefined (Molasses, Goor, &c.) ...	,,	184,261	111,885	303,447	8,31,718	5,28,005	20,45,130
Tea (including Tea Waste)...	lbs.	209,620,363	212,596,144	210,817,056	8,67,25,679	8,58,61,359	8,61,93,030
Tobacco, Cigars, &c.	,,	13,142,262	12,244,503	14,725,005	21,94,392	20,17,787	23,27,025
Wood, Teak	cubic tons	81,848	46,247	51,975	99,38,416	58,89,554	69,26,805
,, Other sorts (including woodenware)	value	.....	.....	.....	18,01,728	18,60,124	19,26,960
Wool, Raw	lbs.	34,701,428	37,798,655	39,135,935	1,39,86,928	1,80,20,251	1,96,76,475
,, Manufactures of	value.	.....	.....	.....	28,42,309	24,07,869	19,55,130
All other Articles	,,	.....	.....	.....	5,29,33,515	5,32,60,732	6,42,34,275
Total Value Rs. ...		.....	.....	.....	1,43,37,99,321	1,57,43,75,968	1,54,03,81,335
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,098,857	1,283,637	1,208,299	6,91,876	8,90,500	8,40,690
,, Piece-Goods	yds	64,302,425	63,821,296	67,951,768	1,17,92,825	1,20,11,099	1,29,50,700
,, Shawls, Thread, &c.	value.	.....	.....	.....	6,08,173	5,78,647	4 62,435
Ivory, Unmanufactured	lbs.	118,553	128,604	81,554	5,79,962	6,29,298	3,68,020
Metals...	cwts	217,287	221,512	334,402	21,80,010	15,03,724	14,34,915
Silk, Raw	lbs.	79,874	62,613	69,483	1,56,652	1,38,907	1,45,305
,, Piece-Goods	yds.	876,212	938,137	853,737	6,68,815	6,60,750	5,96,745
Spices	lbs.	1,263,577	838,958	1,171,391	3,25,038	3,08,964	3,37,185
Sugar Refined or Crystalised	cwts.	47,031	51,795	184,016	4,90,730	5,20,386	21,05,355
Tea	lbs	1,204,487	755,115	1,017,318	8,47,009	5,43,701	6,50,925
Wool, Raw	,,	5,827,575	5,805,434	4,701,289	26,04,256	28,27,557	24,09,750
All other Articles	value.	.....	.....	.....	1,15,45,869	1,29,00,250	1,20,73,690
Total Value Rs. ...		.....	.....	.....	3,24,91,215	3,35,18,783	3,43,64,715
Grand Total Rs ...		.....	.....	.....	1,46,62,90,536	1,60,78,89,751	1,57,47,46,050

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1903, 1904, and 1905.

ARTICLES.		Quantities.			Value.		
		1903.	1904.	1905.	1903.	1904.	1905.
					Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	64,08,781	70,79,087	71,10,239
Arms, Ammunition, &c.	„	.....	.....	.....	4,68,808	4,22,894	4,04,567
Building and Engineering Materials	„	.....	.....	.....	8,37,369	10,36,118	12,14,984
Cabinetware and Furniture	„	.....	.....	.....	4,93,913	5,26,709	6,66,727
Candles	lbs.	868,955	813,122	748,788	2,76,372	2,58,967	2,29,053
Clocks and Watches	No.	216,154	253,518	350,425	8,81,832	9,47,100	10,45,420
Coal, Coke and Patent Fuel	tons.	139,957	199,902	159,137	25,25,522	36,21,899	27,51,482
Cotton—Twist and Yarn	lbs.	5,520,774	6,652,088	10,396,578	40,17,166	52,91,727	75,18,454
„ Piece Goods	yards	510,925,778	601,387,807	595,072,955	7,11,78,551	8,93,97,702	9,30,74,708
„ Shawls and Handkerchiefs	No	12,023,511	11,782,719	12,535,004	10,62,474	12,00,663	14,13,422
„ Lace, Nets, Hosiery, &c.	value.	.....	.....	.....	30,52,810	46,20,828	52,76,913
Chemical Products and Preparations	„	.....	.....	.....	19,63,846	17,41,976	21,78,149
Drugs and Medicines (excluding Tobacco)	„	.....	.....	.....	29,90,738	30,22,085	29,26,185
Dyeing and Coloring Materials—							
Aniline and Alizarine Dyes	lbs.	9,205,029	7,932,771	9,195,997	64,64,574	54,83,821	60,99,491
Other sorts	cwts.	10,602	7,173	10,641	9,55,316	9,45,165	12,40,608
Earthenware and Porcelain	value.	.....	.....	.....	9,71,003	9,77,769	11,17,213
Fireworks	„	.....	.....	.....	3,91,487	4,98,788	3,31,388
Glass and Glassware	„	.....	.....	.....	46,26,146	53,11,602	53,48,530
Gums and Resins	cwts.	73,023	102,423	94,427	9,96,156	14,22,682	13,13,875

Hides and Skins—						
Hides ... ... No.	33,071	43,651	70,322	1,55,912	1,72,221	2,77,436
Skins ... ... „	1,005,053	1,055,378	1,211,296	9,66,326	9,95,615	11,01,082
Instruments and Apparatus ... ... value.	.....	.....	.....	29,60,679	25,23,966	32,64,099
Ivory, unmanufactured ... ... lbs.	293,336	259,193	276,199	17,36,252	14,76,022	16,36,583
Jewellery, Precious Stones, Pearls, &c. ... value.	.....	.....	.....	64,27,241	54,61,411	78,24,832
Leather (including Saddlery, &c.) ... „	.....	.....	.....	13,77,576	13,52,270	16,04,925
„ Boots and Shoes ... ... pairs.	269,566	532,968	621,514	7,81,735	10,84,749	11,34,912
Liquors—Ale, Beer and Porter ... ...gallons	1,361,152	1,575,046	1,748,079	14,76,459	17,29,492	18,31,734
„ Spirits, Wines, &c. ... ... „	520,454	512,465	563,942	39,31,086	39,14,039	42,96,093
Machinery and Millwork ... ... value.	.....	.....	.....	1,19,40,751	1,22,08,755	1,42,44,993
Matches, Lucifer and other ... ... „	.....	.....	.....	15,21,613	15 04,812	16,01,861
Metals (excluding Hardware & Cutlery). tons.	114,131	147,020	133,086	2,65,00,949	3,33,40,600	2,71,65,219
„ Hardware and Cutlery ... ... value.	.....	.....	.....	82,79,154	83,51,658	80,32,918
Oil, Mineral—Kerosine ... ...gallons	24,320,444	24,263,679	20,272,879	1,00,92,134	94,64,266	69,79,346
„ „ other sorts ... ... „	1,942,399	2,029,494	1,890,335			
„ all other sorts ... ... „	206,330	290,525	269,021	13,17,400	15,67,427	15,86,905
„ mineral „ ... ... cwts.	148	141	600			
Paints and Colors (excluding) Painters' Materials) ... ... „	85,393	79,554	86,658	12,36,597	12,23,399	13,53,049
Paper and Pasteboard ... ... value	.....	.....	.....	24,60,141	30,26 993	34,06,261
Perfumery ... ... „	.....	.....	.....	2,08,913	1,58,993	1,73,077
Provisions ... ... „	.....	.....	.....	72,35,482	87,79,734	86,43,942
Railway Plant and Rolling Stock ... „	.....	.....	.....	43,97,665	30,67,368	45 93,517
Silk, Raw ... ... lbs.	1,146,729	1,675,209	1,417,630	38,99,192	61,89,695	57,57,558
„ Piece Goods (including Silk mixed with other Materials) ... ... yards.	10,396,034	14,073,901	13,306,619	85,73,242	1,08,13,426	1,08,43,784
„ Goods, other sorts ... ... value.	.....	.....	.....	28,63,388	37,25,052	41,40,610
Spices ... ... lbs.	14,174,919	12,352,390	18,032,596	28,49,503	25,38,954	32,12,336
Sugar, refined & unrefined, & Confectionery cwts.	2,231,035	2,882,221	2,741,321	2,25,27,746	2,88,08,697	3,01,85,523
Tea ... ... lbs.	3,178,627	2,442,719	3,340,535	19,34,096	14,07,598	16,23,205
Tobacco, Cigars, &c. ... ... „	642,455	675,672	795,663	9,07,756	9,31,389	10,10,375
Umbrellas ... ... No.	1,022,366	653,179	586,711	10,60,272	7,06,818	6,70,014
Woollen Piece-Goods ... ... yards.	7,340,041	11,683,373	11,384,259	66,58,206	96,71,608	96,43,097
„ Goods other sorts ... ... value.	.....	.....	.....	14,86,874	21,05,493	21,44,698
All other Articles ... ... „	.....	.....	.....	2,60,79,946	3,07,05,276	3,98,34,194
Total Value Rs. ...	.....	.....	.....	28,39,04,081	33,28,15,372	35,05,69,616

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1903, 1904 and 1905.

ARTICLES.	Quantities.			Value.		
	1903.	1904.	1905.	1903.	1904.	1905.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	1,813	1,318	6,199	51,603	39,215	219,047
Coir, manufactured and unmanufactured (excluding Ropes) ... ... ,,	10,044	8,685	8,419	1,00,770	74,721	88,122
Cotton—Raw ... ... ,,	5,616,776	4,671,311	4,835,486	15,18,48,666	16,34,33,893	13,05 32,514
,, Twist and Yarn ... ... lbs.	258,666,553	203,029,328	278,971,206	8,94,66,747	7,33,66,812	11,51,35,764
,, Piece Goods ... ... yards.	49,198,434	57,491,015	64,292,253	68,97,091	82,37,072	97,27,381
,, Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	5,20,815	3,88,029	4,76,337
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	836,767	988,517	690,783	29,82,914	36,03,068	25,79,615
Other sorts ... ... ,,	41,765	24,257	19,791	8,59,188	7,33,813	7,05,252
Grain and Pulse—						
Rice, not in the husk ... ... ,,	787,709	849,839	576,740	44,75,425	46,76,900	32,05,845
Wheat ... ... ,,	3,169,452	5,624,536	4,121,309	1,41,42,040	2,37,09,799	1,93,34,045
Wheat flour ... ... lbs.	68,478,990	93,005,407	92,034,961	41,41,825	55,79,993	61,22,763
Other sorts ... ... cwts.	2,468,222	2,811,115	2,667,242	88,71,658	1,04,45,585	1,09,63,633
Hides and Skins—						
Hides ... ... No.	117,876	94,852	191,947	6,44,779	7,11,836	15,62,533
Skins ... ... ,,	3,952,902	3,875,825	4,726,154	59,00,722	58,17,665	68,21,012
Oils ... ...gallons	321,138	563,512	375,332	9,67,141	12,01,875	10,68,108
cwts.	...	.....	996			
Opium ... ...chests.	23,996	20,610	15,077	3,19,53,697	3,15,02,137	2,62,53,806
Seeds—						
Linseed ... ... cwts.	3,048,394	4,107,816	3,285,139	2,17,63,644	2,38,92,261	2,19,25,009

Rape ... ... „	2,776,712	2,223,122	700,086	1,59,53,201	1,19,82,113	43,36,083
Gingelly ... ... „	3,389,678	2,516,494	1,484,301	2,42,05,173	1,59,30,893	1,14,39,703
Poppy ... ... „	738,714	760,992	497,026	50,72,534	42,75,829	34,75,702
Groundnuts ... ... „	65,657	80,052	160,527	4,49,676	5,15,472	11,29,044
Other sorts ... ... „	5,477,665	3,961,007	4,772,815	1,83,29,659	1,42,15,668	1,76,16,458
Spices ... ... lbs.	8,994,489	8,673 263	7,789,920	23,94,362	20,08,466	16,63,710
Sugar, refined and unrefined ... ... cwts.	19,503	17,827	33,752	2,12,125	1,97,927	4,10,511
Tea ... ... lbs.	3,879,885	2,654,680	2,533,370	19,06,248	12,98,720	12,44,225
Tobacco, Cigars, &c. ... ... „	7,480,240	5,006,384	5,563,373	9.35,051	6,35,703	7,28,472
Wool, Raw ... ... „	15,928,717	19,992,962	19,640,097	74 56,841	1,03,89,092	1,07,67,791
Woollen Shawls ... ... No.	884	475	803	22,237	11,166	11,184
All other articles ... ... value.	.....	.....	.....	2,13,85,987	1,98,20,605	2,44,79,738
Total value Rs. ...	.....	.....	.....	44,39,11,819	44,36,96,331	43,39,23,407

FOREIGN MERCHANDISE.

Cotton—Twist and Yarn ... ... lbs.	950,218	1,129,228	1,200,428	5,73,299	7,60,659	8,35,000
„ Piece Goods ... ... yds.	58,418,891	57,773,731	60,265,200	1,08,42,832	1,11,02,941	1,17,30,924
„ Shawls and Handkerchiefs ... No.	763,707	770,928	446,132	1,76,946	1,70,139	1,37,616
„ Lace, Thread, Hosiery, &c. ... value.	.....	.....	.....	4,17,993	4,01,040	3,11,695
Gums and Resins ... ... cwts.	42,223	65,089	58,287	7,30,728	12,08,558	10,50,059
Ivory, unmanufactured ... ... lbs.	118,553	128,508	81,554	5,79,962	6,28,798	3,58,025
Provisions ... ... value.	.....	.....	.....	17,80,712	18,94,118	16,04,251
Silk, Raw ... ... lbs.	75,614	70,977	68,030	1,43,544	1,30,116	1,39,012
„ Piece Goods (including Silk mixed with other materials) ... ... yards.	847,117	907,741	804,642	6,31,901	6,39,167	5,54,538
Sugar, refined ... ... cwts.	25,400	34,839	114,720	2,69,972	3,51,541	13,05,315
Tea ... ... lbs.	1,203,815	754,870	1,017,226	8,47,047	5,48,444	6,50,891
Wool, Raw ... ... „	294,142	146,162	650,876	1,12,395	60,485	2,86,660
Woollen Piece Goods ... ... yards.	215,738	311,790	820,686	2,37,584	3,57 999	3,76,262
„ Shawls, &c. ... ... value.	.....	.....	.....	93,033	1,59,275	86,158
All other articles ... ... „	.....	.....	.....	80,99,822	74,36,512	76,98,920
Total value Rs. ...	.....	.....	.....	2,55,37,770	2,58,44,792	2,71,25,326
Grand Total Rs. ...	.....	.....	.....	46,94,49,589	46,95,41,113	46,10,48,733

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which tries at Ports in British India in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1895-96 ...	2,021	362,029	1,835	2,949,232	3,856	3,311,261	999	260,689
1896-97 ...	1,890	299,020	1,775	2,877,982	3,665	3,177,002	1,012	238,645
1897-98 ...	1,929	371,147	1,704	2,732,192	3,633	3,103,339	967	250,151
1898-99 ...	1,659	312,382	1,849	2,991,245	3,508	3,303,627	739	192,726
1899-1900 ...	1,374	245,511	1,927	3,167,880	3,301	3,413,391	539	126,851
1900-1901 ...	1,264	167,661	1,792	2,996,434	3,056	3,164,095	565	67,001
1901-1902 ...	1,391	160,444	1,928	3,618,048	3,319	3,778,492	578	59,354
1902-1903 ...	1,287	151,935	2,005	3,900,552	3,292	4,052,487	581	63,371
1903-1904 ...	1,240	128,366	2,159	4,444,205	3,399	4,572,571	681	89,757
1904-1905 ...	1,152	119,011	2,245	4,690,282	3,397	4,809,293	608	66,544

CLEAR

1895-96 ...	2,457	547,271	2,066	3,341,190	4,523	3,888,461	424	76,361
1896-97 ...	2,363	456,364	1,926	3,078,441	4,289	3,534,805	495	79,571
1897-98 ...	2,236	517,461	1,930	3,084,919	4,166	3,602,380	482	84,479
1898-99 ...	2,025	466,487	2,337	3,938,474	4,362	4,404,961	303	53,811
1899-1900 ...	1,652	350,143	2,168	3,674,339	3,820	4,024,482	148	34,532
1900-1901 ...	1,607	209,831	2,155	3,698,238	3,762	3,908,069	143	19,107
1901-1902 ...	1,572	176,717	2,273	4,394,511	3,845	4,571,228	160	17,253
1902-1903 ...	1,614	191,454	2,541	5,116,048	4,155	5,307,502	240	17,972
1903-1904 ...	1,496	203,101	2,739	5,894,553	4,235	6,097,654	293	14,820
1904-1905 ...	1,449	159,731	2,990	6,522,671	4,439	6,682,402	203	7,703

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Coun-
Official Year from 1895-96 *to* 1904-05.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam vessels.	Tons.
371	556,089	1,870	816,778	3,020	622,718	2,206	3,505,321	5,226	4,128,039
339	478,342	1,341	706,987	2,892	532,665	2,114	3,351,324	5,006	3,883,989
375	564,271	1,342	814,422	2,896	621,298	2,079	3,296,463	4,977	3,917,761
648	1,086,833	1,407	1,279,539	2,418	505,108	2,497	4,078,078	4,915	4,583,186
555	930,106	1,094	1,056,957	1,913	372,362	2,482	4,097,986	4,395	4,470,348
611	994,146	1,176	1,661,147	1,829	234,662	2,403	3,990,580	4,232	4,225,242
603	1,117,698	1,176	1,177,047	1,964	219,798	2,531	4,735,741	4,495	4,955,539
688	1,365,783	1,269	1,429,154	1,868	215,306	2,693	5,266,335	4,561	5,481,641
788	1,667,721	1,464	1,757,478	1,921	218,123	2,942	6,111,926	4,863	6,330,049
986	2,155,118	1,594	2,221,662	1,760	185,555	3,231	6,845,400	4,991	7,030,955

ED.

124	188,739	548	210,100	2,881	623,652	2,190	3,474,929	5,071	4,098,561
150	200,220	645	279,791	2,858	535,935	2,076	3,278,661	4,934	3,814,596
136	180,019	618	264,498	2,718	601,940	2,066	3,264,938	4,784	3,866,878
106	74,188	409	127,499	2,328	519,798	2,443	4,012,662	4,771	4,532,460
165	98,421	318	132,656	1,800	384,378	2,333	3,772,760	4,133	4,157,138
160	117,012	308	136,119	1,755	228,938	2,315	3,815,250	4,070	4,044,188
113	81,297	273	98,550	1,732	193,970	2,386	4,475,808	4,118	4,669,778
133	119,445	373	137,417	1,854	209,426	2,674	5,235,498	4,528	5,444,919
139	116,737	432	151,557	1,789	217,921	2,878	6,011,220	4,667	6,220,211
165	160,976	868	167,979	1,652	167,484	3,155	6,682,947	4,807	6,850,381

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1895-96 ...	284	36,351	625	1,230,343	909	1,266,694	14	1,801
1896-97 ...	205	32,463	566	1,126,026	771	1,158,489	2	730
1897-98 ..	242	37,020	469	974,940	711	1,011,960	2	145
1898-99 ...	261	39,107	571	1,173,494	832	1,212,601	4	2,895
1899-1900 ...	234	29,928	542	1,160,838	776	1,190,766	7	1,292
1900-1901 ...	255	28,884	510	1,073,868	765	1,102,752	9	1,622
1901-1902 ...	294	32,830	548	1,207,670	842	1,240,500	8	1,770
1902-1903 ...	256	27,890	564	1,256,909	820	1,284,799	4	479
1903-1904 ...	235	24,784	582	1,350,950	817	1,375,734	7	2,591
1904-1905 ...	199	22,195	591	1,438,036	790	1,460,231	4	2,146

CLEAR

1895-96 ...	314	36,686	464	936,500	778	973,186	2	333
1896-97 ...	208	26,484	436	873,753	644	900,237	1	1,669
1897-98 ...	241	29,121	374	770,371	615	799,492	5	4,034
1898-99 ...	284	39,049	496	1,057,265	780	1,096,314	1	49
1899-1900 ...	251	29,176	423	949,286	674	978,462	1	55
1900-1901 ...	283	31,230	368	816,885	651	848,115	4	305
1901-1902 ...	252	28,719	437	1,027,714	689	1,056,433	2	213
1902-1903 ...	234	25,285	492	1,182,973	726	1,208,258	...	.....
1903-1904 ...	233	24,392	557	1,364,177	790	1,388,569	...	.....
1904-1905 ...	224	23,883	558	1,380,400	782	1,404,283	2	294

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign in each Official Year from 1895-96 *to* 1904-05.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
31	54,145	45	55,946	298	38,152	656	1,284,488	954	1,322,640
12	14,784	14	15,514	207	33,193	578	1,140,810	785	1,174,003
13	25,851	15	25,996	244	37,165	482	1,000,791	726	1,037,956
84	165,891	88	168,786	265	42,002	655	1,339,385	920	1,381,387
35	77,135	42	78,427	241	31,220	577	1,237,973	818	1,269,193
30	56,872	39	58,494	264	30,506	540	1,130,740	804	1,161,246
69	147,823	72	149,593	297	34,600	617	1,355,493	914	1,390,093
75	174,864	79	175,343	260	28,369	639	1,431,773	899	1,460,142
99	231,900	106	234,491	242	27,375	681	1,582,850	923	1,610,225
93	204,494	97	206,640	203	24,341	684	1,642,530	887	1,666,871

ED.

35	59,734	37	60,067	316	37,019	499	996,234	815	1,033,253
54	111,911	55	113,580	209	28,153	490	985,664	699	1,013,817
45	119,171	50	123,205	246	33,155	419	889,542	665	922,697
7	13,624	8	13,673	285	39,098	503	1,070,889	788	1,109,987
15	27,804	16	27,859	252	29,231	438	977,090	690	1,006,321
14	26,812	18	27,117	287	31,535	382	843,697	669	875,232
8	13,912	10	14,125	254	28,932	445	1,041,626	699	1,070,558
18	29,320	18	29,320	234	25,285	510	1,212,293	744	1,237,578
17	25,109	17	25,109	233	24,392	574	1,389,286	807	1,413,678
11	23,510	13	23,804	226	24,177	569	1,403,910	795	1,428,087

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTHS.	WITH CARGOES.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	48	119,606	25	2,483	26	1,443
February	52	126,636	7	867	10	650
March...	51	131,806	22	2,359	4	556
April	53	136,634	7	949	12	1,131
May	49	119,895	...	...	2	78
June	47	116,146	2	271	8	583
July	47	114,149	...	...	...	...
August	46	112,407	...	...	...	...
September	38	105,036	1	116	13	750
October	52	122,618	11	1,325	44	2,659
November	54	141,934	30	3,004	42	3,371
December	44	112,206	13	1,312	20	1,306
Total ...	581	1,459,073	118	12,686	181	12,527

CLEAR

January	54	125,130	15	1,749	24	2,369
February	46	116,643	24	2,741	27	2,797
March	42	108,800	18	2,029	15	1,794
April	51	130,423	17	1,751	4	770
May	56	138,096	3	449	4	368
June	49	122,581	...	...	1	62
July	40	102,891	...	...	...	...
August	36	84,411	1	196	2	190
September	38	93,039	...	...	7	864
October	40	101,717	2	141	2	309
November	43	106,545	11	1,254	9	628
December	54	137,668	16	1,404	7	809
Total ...	549	1,367,944	107	11,714	102	10,860

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1905.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
13	32,426	1	66	...	...	99	123,532	14	32,492
3	10,707	...	...	...	...	69	128,153	3	10,707
5	8,605	1	1,037	...	...	77	134,721	6	9,642
13	31,466	...	...	...	...	72	138,714	13	31,466
12	28,043	...	...	...	...	51	119,973	12	28,043
6	10,042	...	...	...	...	57	117,000	6	10,042
9	21,835	...	...	...	...	47	114,149	9	21,835
1	2,865	...	...	...	...	46	112,407	1	2,865
4	7,569	...	...	1	35	52	105,902	5	7,604
4	8,343	...	...	...	...	107	126,602	4	8,343
2	6,909	...	...	...	...	126	148,309	2	6,909
8	15,768	...	...	1	32	77	114,824	9	15,800
80	184,578	2	1,103	2	67	880	1,484,286	84	185,748

ED.

...	...	...	...	...	...	93	129,148	...	...
...	...	1	136	3	189	97	122,181	4	325
4	10236	...	...	...	...	75	112,623	4	10,236
3	3,656	...	...	...	...	72	132,944	3	3,656
2	4,960	...	...	...	...	63	138,913	2	4,960
3	2,826	...	...	...	...	50	122,643	3	2,826
1	694	...	...	...	...	40	102,891	1	694
4	6,559	...	...	...	...	39	84,797	4	6,559
4	6,673	...	...	...	...	45	93,903	4	6,673
3	6,197	...	...	...	...	44	102,167	3	6,197
1	659	...	...	...	...	63	108,427	1	659
2	3,316	...	...	...	...	77	139,881	2	3,316
27	45,776	1	136	3	189	758	1,390,518	31	46,101

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1882	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892	385,771	21,445	407,216	69,547	476,763	7,850	484,618
1893	297,572	14,198	311,770	88,130	399,900	9,139	409,039
1894	338,703	10,743	349,146	105,863	455,309	10,388	465,697
1895	374,119	2,515	376,634	104,871	481,505	7,448	488,948
1896	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897	361,221	645	361,866	91,095	452,961	5,822	458,783
1898	437,645	475	438,120	103,691	546,811	7,125	553,936
1899	579,619	250	579,869	94,029	673,898	4,408	678,306
1900	253,331	100	253,431	87,998	341,429	5,480	346,929
1901	536,195	.....	536,195	99,599	635,794	6,876	642,670
1902	555,487	.....	555,487	111,259	666,746	7,497	674,173
1903	604,044	.....	604,044	113,256	717,300	8,348	725,648
1904	460,316	8	460,319	113,381	573,700	9,789	583,489
1905	651,870	.....	651,870	91,603	743,473	8,097	751,570

* Compiled from returns received from the Railway Companies.

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1883.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece-Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1883	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,338	62,813,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	85,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,448	272,300	106,024,866
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,536,166	60,248	94,433,389	21 809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,168,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465,399	181,645,149
1892	67,305	99,754,263	23,083,693	3,210	6,837,067	70,515	106,591,330	24,6:6,935	487,773	190 705,398
1893	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,783	412,584	159,960,286
1894	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896	87,364	122,974,182	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229,346,959
1897	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,133	461,260	181,184,351
1898	69,026	99,268,706	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	553,681	218,724,607
1899	84,238	122,807,108	29,819,677	8,513	12,842,588	92,751	135,649,646	33,912,411	681,089	269,559,281
1900	74,415	116,955,481	28,168,912	9,516	15,602,237	83,931	132,557,718	33,139,429	846,503	136,571,588
1901	84,525	136,300,064	33,585,159	12,623	19,963,669	97,148	156,263,733	39,065,933	642,032	254,317,562
1902	89,216	141,252,169	34,907,248	15,944	24,606,384	1,05,160	165,858,553	41,464,638	674,450	266,698,930
1903	86,838	143,054,079	34,798,444	20,340	32,436,521	1,07,178	175,490,600	43,872,650	725,338	286,990,007
1904	103,730	171,027,232	42,941,062	24,328	37,864,072	1,28,058	208,891,304	52,222,851	580,847	229,480,205
1905	113,474	189,298,879	49,406,422	24,847	41,285,870	1,38,321	230,584,749	57,646,187	750,689	297,389,194

* *N.B.*—The weights have been arrived at by dividing the length in yards, by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893, in 1894 and 1895 by 4·22 and in 1896 to 1905 by 4·00.

Exports of Bombay Manufactured Piece-Goods & Yarns from Bombay Port only.

1904-1905.

From Official Returns.] [*Year ending 31st March* 1905.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of (0000's omitted.)		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees. (000's omitted.)		Percentage of		Total Value in Lakhs of Rupees. (000's omitted.)	Per-centage.
				Goods.	Yarn.	Millions of lbs. (0000's omitted.)	Per centage.			Goods.	Yarns.		
	Yard.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	58·00	*14·59	238·07	21·29	87·56	247·57	74·06	† 83·67	924·55	21·79	86·53	‡1,008·22	69·59
Indian Ports	156·52	*39·13	28·54	57·46	10·72	67·67	20·24	(a)219·97	120·85	57·82	11·31	(b)340·82	23·52
Interior by Rail...	*57·88	14·47	4·56	21·25	1·72	19·03	5·70	76·79	23·10	20·19	2·16	99·89	6·89
Total Indian ...	214·40	53·60	33·10	78·71	12·44	86·70	25·94	296·76	143·95	78·01	13·47	440·71	30·41
Grand Total ...	272·40	68·10	266·17	100·00	100·00	334·27	100·00	380·43	1,068·50	100·00	100·00	1,448·93	100·00

* Assuming 4 yards to be the equivalent of 1lb. and *vice versa* (reduced from 4·35 yards, the basis in years previous to 1895-96).
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 87·23 lakhs; or
‡ Inclusive of Yarns 1011·79 lakhs of Rupees.
(*a*) Piece-Goods only: value including all other sorts (Hankerchiefs, shawls, &c. &c.) 228·42 lakhs · or
(*b*) Inclusive of yarns 314·28 lakhs of Rupees.

Exports of Bombay Manufactured Piece-Goods & Yarns from Bombay Port only.

1903-1904.

From Official Returns.] [*Year ending 31st March* 1904.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods.		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of		Total Value in Lakhs of Rupees. [000's omitted.]	Per-centage.
	Millions of [0000's omitted.]			Goods.	Yarns.	Millions of lbs. [0000's omitted].	Per-centage. %	[000's omitted.]		Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%			Goods.	Yarns.	%	%		%
Foreign Ports	52·26	*13·06	236·19	18·14	87·77	249·25	73·08	†74·11	829·97	19·54	86·77	‡904·08	67·68
Indian Ports	117·51	*29·38	27·86	40·82	10·35	57·24	16·78	(a) 158·37	102·88	41·75	10·76	(b) 261·25	19·56
Interior by Rail	*118·15	29·54	5·04	41·04	1·88	34·58	10·14	146·88	23·65	38·71	2·47	170·53	12·76
Total Indian ...	235·66	58·92	32·90	81·86	12·23	91·82	26·92	305·25	126·53	80·46	13·23	431·78	32·32
Grand Total ...	287·92	71·98	269·09	100·00	100·00	341·07	100·00	379·36	956·50	100·00	100·00	1,335·86	100·00

* Assuming 4 yards to be the equivalent of 1 lb. and *vice versa* (reduced from 4·33 yards the basis in years previous to 1895-96).
† Piece-Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 79·10 lakhs or
‡ Inclusive of Yarns 909·07 lakhs of rupees.
(*a*) Piece-Goods only: value including all other sorts (Handkerchiefs, Shawls, &c., &c.) 166·37 lakhs; or
(*b*) Inclusive of yarns 269·26 lakhs of Rupees.

Foreign Countries to which Grey Cotton Piece-Goods of Bombay Manufacture have been exported since 1898-99.

From Government Returns.] [*Years ending 31st March.*

Description.	To	In Millions of yards (0000's omitted).						
		1904-05.	1903-04.	1902-1903.	1901-02.	1900-01.	1899-1900.	1898-99.
T. Cloths	Mozambique	1·81	1·20	2·42	1·76	2·34	4·11	3·71
	Zanzibar	4 45	4·19	4·13	3 79	2·43	4·42	5·65
	Aden	·87	·71	·48	1·47	·45	2·24	2·05
	China—Hongkong	·81	06	.....	.....	·14	·07	·29
	Do. Treaty Ports*	3·51	·07	·18	·19	23	1·56	1·02
	Mekran and Sonmiani	·03	·09	·10	·14	·15	·15	·21
	Abyssinia	1·76	1 01	·87	·97	2·36	1·80	1·25
	Other Countries	4·01	2·04	1·74	1·53	1·43	2·92	2·44
	Total	16·75	9·37	9·87	9·85	9·53	17·27	16·72
Sheetings	Abyssinia	·04	.....	.....	.....	·03	·01	·03
	Mozambique	·03	.....	·05	01	·01	·03	·06
	Zanzibar	·17	·14	·06	·05	·14	1·61	3·25
	Aden	·42	·32	·08	·25	·09	·13	·23
	Arabia	·02	·03	·02	·16	05	·17	·36
	China—Treaty Ports*	·34	.....	.....	.....	·08	·11	·03
	Other Countries	·09	.....	·41	·38	·54	·19	·20
	Total	1·11	·49	·62	·85	·94	2·25	4·16
Domestics	Aden	2·17	3·28	2·95	3·22	2·02	2 89	3·60
	Arabia	·17	·15	·02	·09	·08	·12	·11
	Other Countries	·49	·49	·27	·26	·43	·38	·14
	Total	2·83	3·92	3 24	3 57	2 53	3·39	3·85

Drills and Jeans	Zanzibar	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Aden	·01	·01	·01	·08	.....	·29	.....		
	Other Countries	·34	.....	·01	·02	·08	·09	·02		
	Total	·35	·01	·02	·05	·08	·38	·02		
Long Cloths	Abyssinia	3·00	1·47	1·27	·71	1·93	·53	1·37		
	Mozambique	1·90	4·76	6·40	2·54	2·15	1·03	·88		
	Zanzibar	1·78	1·45	1·40	2·61	·60	·86	·23		
	Aden	2·81	4·59	2·54	4·51	2·68	3·83	3·55		
	China—Treaty Ports*	.....	.....	·21	·03	·16	1·60	·26		
	Arabia	·86	·29	·09	·43	·16	·49	·14		
	Persia	·23	·14	·09	·23	·32	·05	·40		
	Straits	·15	·18	·05	·04	·29	·18	·10		
	Turkey-in-Asia	1·98	1·57	·96	2·84	1·86	1·89	1·46		
	Egypt	·54	·59	·93	·87	·69	·67	·71		
	Other Countries	·37	·09	·03	·08	·09	·62	·45		
	Total	13·12	15·08	13·97	14·89	10·43	11·75	9·55		
Chudders	Aden	·52	·52	·36	·44	·40	·64	·62		
	Zanzibar	3·04	2·66	2·51	2·39	1·90	1·49	1·62		
	Other Countries	1·30	2·72	2·36	1·22	1·29	1·29	1 18		
	Total	4·86	5·90	5·23	4·05	3·59	3·42	3·42		
Dhooties	Aden	·20	·14	·14	·14	·02	·02	·04		
	Other Countries	·58	·35	·22	·15	·22	·14	·22		
	Total	·78	·49	·36	·29	·24	·16	·26		
Other Sorts	Total	6·45	5·10	2·40	1·95	3·96	4·45	1·67		
	Grand Total	46·20	40·36	35·71	35·00	31·30	48·07	39·65		

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece-Goods of Bombay manufacture exported to Foreign Ports since 1898-99.

From Government Returns.] [*Year ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted).						
	1904-05.	1903-04.	1902-03.	1901-02.	1900-1901.	1899-1900.	1898-99.
T. Cloths	16·75	9·37	9·87	9·85	9·53	17·27	16·72
Sheetings	1·11	·49	·62	·85	·94	2·25	4·16
Domestics	2·83	3·92	3·24	3·57	2·53	3·39	3·85
Drills and Jeans ...	·35	·01	·02	·05	·08	·38	·02
Long Cloths ...	13·12	15·08	13·97	14·39	10·43	11·75	9·55
Chudders	4·86	5·90	5·23	4·05	3·59	3·42	3·42
Dhooties	·73	·49	·36	·29	·24	·16	·26
Other Sorts	6·45	5·10	2·40	1·95	3·96	4·45	1·67
Total Millions of Yards ...	46·20	40·36	35·71	35·00	31·30	43·07	39·65
Total Lakhs of Rupees ...	60·27	51·09	44·02	45·06	38·97	52·36	47·11

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1897-98.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted).							
	1904-05.	1903-04.	1902-1903.	1901-1902.	1900-1901.	1899-1900.	1898-99.	1897-98.
Mule No. 15s and under	118·35	114·16	94·47	116 14	48·56	125·28	95·82	68·62
„ „ 16s to 24s	111·44	1:9·87	132·10	129·05	63·89	92·92	101·21	100·05
„ „ 25s to 32s	1·07	·59	·33	·29	·27	·16	·17	·13
„ „ 33s to 50s	·52	·29	·13	·04	·14	·03	.....	.....
Total ...	231 38	234·91	227·03	245·52	112·86	218·39	197·20	168·80
Water No. 20s and under	.....	.....	.....	.....	.....	.....	.....	·27
„ „ 21s to 30s	.....	.....	.....	.....	.....	.....	.....	.....
„ „ 31s to 40s	.....	.....	.....	.....	.....	.....	.....	.....
Total ...	.....	.....	.....	.....	.....	.....	.....	·27
Colored Yarns ... Total ...	1·69	1 28	1·41	1·06	·97	1·07	·70	·99
Total Yarns ...	233·07	236·19	228·44	246·58	113·83	219·46	197·90	170·06

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1897-98.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1904-05.	1903-04.	1902-1903.	1901-1902.	1900-1901.	1899-1900.	1898-99.	1897-98.
Mule No. 15s and under	Aden	·69	·72	1·12	·76	·63	1·68	·98	1·24
	Japan	.....	.....	.....	.....	.....	·02	.....	.....
	China, Hongkong	43·62	51·49	40·74	43·70	34·82	57·29	62·75	43·07
	China, Treaty Ports*	69·81	58·05	49·01	70·19	11·94	65·69	31·18	28·63
	Other Countries	4·23	3·90	3·60	1·49	1·17	·60	·91	·68
	Total	118·35	114·16	94·47	116·14	48·56	126·28	95·82	68·62
16s to 24s	Aden	·38	·63	·60	·67	·42	·51	·50	·58
	Japan	.....	.....	.....	.....	.....	·12	·04	·35
	China, Hongkong	43·83	54·65	56·47	53·17	34·17	35·70	49·86	47·74
	China, Treaty Ports*	58·49	57·13	67·87	68·87	23·86	52·98	44·40	46·06
	Straits	4·28	3·03	4·30	3·15	3·05	2·22	3·71	3·16
	Other Countries	4·46	4·43	2·86	3·19	2·39	1·39	2·71	2·16
	Total	111·44	119·87	132·10	129·05	66·89	92·92	101·22	100·05
Above No. 24s	Total	1·59	·88	·46	·33	·41	·19	·16	·18
	Total Mule	231·38	234·91	227·03	245·52	112·86	218·39	197·20	168·80
Water	„ Water	.....	.....	.....	.....	.....	.....	.....	·27
Colored	„ Colored	1·69	1·28	1·41	1·06	·97	1·07	·70	·99
	Grand Total	233·07	236·19	228·44	246·58	113·83	219·46	197·90	170·06
	Value in Lakhs of Rs.	924·56	829·97	787·89	844·54	401·22	625·46	590·69	594·78

* Almost entirely to Shanghai.

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year 1883 *to* 1905.

Year.	Cotton.	Wool and Goat Hair.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,718,838	344,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,530	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,663	831,393	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,343
1900	232,425	40,611	811,128	1,050,052	1,618,135	608	878,740
1901	560,434	33,091	1,754,701	2,586,544	1,704,817	88,619	728,055
1902	577,929	39,793	2,017,704	2,742,283	1,881,426	211,397	1,079,241
1903	958,199	49,332	2,957,635	2,604,181	3,063,821	2,783,625	748,137
1904	926,295	58,319	3,808,798	2,182,881	2,266,118	5,302,304	958,886
1905	667,323	63,666	3,485,956	728,041	1,420,503	4,205,315	621,298

COTTON.

RECEIPTS at, and Exports from Bombay Port, also Mill Consumption in the Island of Bombay. In thousands of Bales (000s omitted.) [*Years ending 30th June.*

Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1864 ...	...	867	3	870	American War. In '63 & '64 Bombay imported cotton from China.		1884 ..	1,759	1,295	100	1,395	348	1,743
1865 ...	...	1,065	1	1,066			1885 ...	1,139	791	70	861	392	1,253
1866 ...	...	1,187	14	1,201	42	1,243	1886 ..	1,480	1,009	61	1,070	391	1,461
1867 ...	...	1,277	5	1,282	46	1,328	1887 ..	1,703	1,147	40	1,187	454	1,641
1868 ...	...	1,030	48	1,078	47	1,125	1888 ...	1,472	893	58	951	500	1,451
1869 ...	...	1,225	56	1,281	48	1,329	1889 ...	1,851	1,286	46	1,332	565	1,897
1870 ...	...	1,115	50	1,165	49	1,214	1890 ...	2,235	1,488	71	1,559	636	2,195
1871 ..	...	967	39	1,006	50	1,056	1891 ..	2,020	1,070	107	1,177	762	1,939
1872 ...	1,085	1,092	48	1,050	52	1,102	1892 ...	1,770	905	202	1,107	728	1,835
1873 ...	1,151	1,079	34	1,113	53	1,166	1893 ..	1,738	816	169	985	724	1,709
1874 ...	978	917	34	951	67	1,018	1894 ...	1,769	908	159	1,067	731	1,798
1875 ...	1,311	1,192	25	1,217	83	1,300	1895 ..	1,540	525	143	668	815	1,483
1876 ...	1,345	1,285	20	1,305	135	1,440	1896 ...	2,151	800	346	1,146	849	1,995
1877 ...	1,073	980	35	1,015	147	1,162	1897 ..	1,612	603	405	1,008	703	1,711
1878 ...	1,141	920	38	958	161	1,119	1898 ...	1,730	424	409	833	817	1,650
1879 ...	961	800	46	846	204	1,050	1899 ..	2,033	578	520	1,098	951	2,049
1880 ...	832	652	64	716	181	897	1900 ...	988	117	444	561	745	1,306
1881 ...	1,171	874	34	908	220	1,128	1901 ..	1,896	620	340	960	696	1,656
1882 ...	1,832	1,521	87	1,608	277	1,885	1902 ...	2,142	525	732	1,257	987	2,244
1883 ...	1,770	1,335	95	1,430	313	1,743	1903 ...	2,464	921	349	1,270	986	2,256
							1904 ...	2,151	1,036	423	1,459	973	2,432
							1905 ...	2,609	384	664	1,048	1,072	2,120

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1905.

From 1st to 31st January 1905.

FROM	GOLD.			SILVER.			
	Bullion.	COIN.		Bullion.	COIN.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	27,80,160	3,27,750	.....	53,31,172	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	570	15,007	4,03,988	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	28,39,517	21,87,161	.....	1,91,343	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	45,000	547	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said..	.....	1,01,40,120	.....	.....	.....	32	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	8,778	.....	.....
OTHER FOREIGN PORTS	18,851	3,82,075	86,588	12,387	6,24,724	2,59,726	45,132
ALL INDIAN PORTS	.....	.....	.....	1,66,624	1,710	18,691	.....
Total Imports from 1st to 31st January 1905	56,38,528	1,30,82,676	1,02,142	61,05,514	6,35,212	2,78,449	45,132
Imported same time last year ...	34,97,696	56,71,687	46,660	48,09,979	1,23,122	9,39,380	128

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1905—*contd.*

From 1st to 28th February 1905.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	48,53,760	4,08,975	.....	65,09,954	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	900	22,556	88,816	.....	.....	.....
UNITED STATES—							
San Francisco and New York—	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide,&c.	14,41,005	6,03,625	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	732	.....	.....	1,63,892	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said.	.....	73,74,750	.....	.....	.....	1,932	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	1,012	3,43,942	1,76,093	12,756	5,14,843	5,04,923	3,113
ALL INDIAN PORTS	.....	.....	.....	.....	3,528	19,300	.....
Total ...	62,96,509	87,31,192	198,649	67,75,418	5,18,371	5,26,155	3,113
Previously Imported	56,38,528	1,30,82,676	102,142	61,05,514	6,35,212	2,78,449	45,132
Total Imports from 1st January to 28th February 1905	1,19,35,037	2,18,13,868	3,00,791	1,28,80,932	11,53,583	8,04,604	48,245
Imported same time last year ...	94,53,591	1,99,95,958	1,50,215	90,27,456	2,92,726	21,04,977	228

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1905—*contd.*

From 1st to 31st March 1905.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereign.	Other Coin.		Dollers.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	41,85,600	3,11,385	.....	26,54,953	.....	4,260	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	1,725	51,521	.....	.....	10	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	12,92,568	11,28,150	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	8,25,000	1,70,376	8,30,837	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said.	.....	58,485	.....	.....	.....	4,501	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	6,348	2,67,369	2,20,412	7,767	1,87,069	1,43,398	2,49,939
ALL INDIAN PORTS	.....	.....	.....	3,525	3,213	84,738	.....
Total ...	54,84,516	25,92,114	4,42,309	34,97,082	1,90,282	2,36,907	2,49,939
Previously Imported	1,19,35,037	2,18,13,838	3,00,791	1,28,80,932	11,53,583	8,04,604	48,245
Total Imports from 1st January to 31st March 1905	1,74,19,553	2,44,05,982	7,43,100	1,63,78,014	13,43,865	10,41,511	2,98,184
Imported same time last year ...	1,83,43,107	2,44,70,944	2,47,296	1,83,14,527	4,86,343	32,40,935	228

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1905—*contd.*

From 1st to 30th April 1905.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	33,71,520	6,37,500	.....	47,43,847	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	810	17,183	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	20,56,964	6,81,750	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	2,25,000	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said...	.....	3,18,750	.....	.....	.....	576	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	13,222	2,21,630	2,83,434	14,671	38,745	3,94,026	1,607
ALL INDIAN PORTS	.....	.....	.....	2,000	2,631	71,675	.....
Total.....	54,41,706	20,85,440	3,00,617	47,60,518	41,376	4,66,277	1,607
Previously Imported	1,74,19,553	2,44,05,982	7,43,100	1,63,78,014	13,43,865	10,41,511	2,98,184
Total Imports from 1st January to 30th April 1905	2,28,61,259	2,64,91,422	10,43,717	2,11,38,532	13,85,241	15,07,788	2,99,791
Imported same time last year ...	2,32,28,139	2,74,52,979	5,81,493	2,53,99,141	5,52,066	36,18,495	232

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1905—*contd.*

From 1st to 31st May 1905.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	33,79,200	3,32,160	.....	29,36,260	.....	4,207	12
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	275	735	25,447	2,18,773	.....	4	.....
UNITED STATES—							
San Francisco and New York ..	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide,&c.	7,58,470	2,35,000	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	1,50,000	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said..	.....	26,250	.....	.....	.....	824	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	11,229	4,83,660	2,15,500	45,183	33,056	2,29,646	1,827
ALL INDIAN PORTS	.....	.....	.....	4,435	.....	72,327	.....
Total ...	41,49,174	12,17,805	2,40,947	32,54,651	33,056	3,07,008	1,839
Previously Imported	2,28,61,259	2,64,91,422	10,43,717	2,11,38,532	13,85,241	15,07,788	2,99,791
Total Imports from 1st January to 31st May 1905	2,70,10,433	2,77,09,227	12,84,664	2,43,93,183	14,18,297	18,14,796	3,01,630
Imported same time last year ...	2,71,79,301	3,41,84,100	8,02,406	3,50,38,419	5,75,831	42,19,446	253

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1905—*contd.*

From 1st to 30th June 1905.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	41,47,200	1,27,500	.....	74,02,116	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	9,420	.....	8,193	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	6,08,352	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said..	.....	7,065	.....	.....	.....	657	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	756	3,63,919	1,50,561	26,032	75,584	2,63,323	2,408
ALL INDIAN PORTS	.....	.....	.....	3,300	.....	10,175	.....
Total ...	47,56,308	4,98,484	1,59,981	74,31,448	83,777	2,74,155	2,408
Previously Imported	2,70,10,433	2,77,09,227	12,84,664	2,43,93,183	14,18,297	18,14,796	3,01,630
Total Imports from 1st January to 30th June 1905	3,17,66,741	2,82,07,711	14,44,645	3,18,24,631	15,02,074	20,88,951	3,04,038
Imported same time last year ...	3,08,46,792	4,16,63,412	9,62,490	3,76,59,257	5,95,480	46,10,334	252

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1905—*contd.*

From 1st to 31st July 1905.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	36,35,720	3,70,500	525	41,66,999	.....	2,514	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	765	29,541	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	23,51,727	6,03,750	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said...	.....	3,49,200	.....	.....	.....	320	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	3,25,271	8,03,927	2,55,877	3,47,067	1,00,030	2,47,993	.....
ALL INDIAN PORTS	.....	.....	.....	.....	.....	3,500	.....
Total ...	63,62,718	21,28,142	2,85,943	45,14,066	1,00,030	2,54,327	.....
Previously Imported	3,17,66,741	2,82,07,711	14,44,645	3,18,24,631	-15,02,074	20,88,951	3,04,038
Total Imports from 1st January to 31st July 1905	3,81,29,459	3,03,35,853	17,30,588	3,63,38,697	16,02,104	23,43,278	3,04,038
Imported same time last year ...	3,59,03,058	4,29,61,612	11,58,941	4,08,06,934	7,32,719	49,68,280	252

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1905—*contd.*

From 1st to 31st August 1905.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	42,72,930	1,60,500	3,843	13,08,683	.....	15,056	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	1,170	15,157	.....	.....	481	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	12,15,563	4,52,850	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said...	.....	1,66,912	.....	.....	.....	230	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	2,830	4,09,925	1,00,485	18,674	1,94,358	1,38,104	.....
ALL INDIAN PORTS	.....	90	.....	4,162	.....	2,301	.....
Total ...	54,91,353	11,91,447	1,19,485	13,31,519	1,94,358	1,56,172	.....
Previously Imported	3,81,29,459	3,03,35,853	17,30,588	3,63,38,697	16,02,104	23,43,278	3,04,038
Total Imports from 1st January to 31st August 1905	4,36,20,812	3,15,27,300	18,50,073	3,76,70,216	17,96,462	24,99,450	3,04,038
Imported same time last year ...	4,13,25,415	4,68,14,690	14,63,984	4,94,28,762	10,51,438	51,40,018	257

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1905—*contd.*

From 1st to 30th September 1905.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	31,74,720	2,82,000	.....	2,18,753	.....	4,000	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	1,342	24,744	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ..	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	15,13,636	14,28,000	.....	1,93,181	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said...	.....	1,65,397	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	6,479	5,71,223	1,31,827	7,048	88,288	2,26,..46	
ALL INDIAN PORTS	.....	.....	.....	66,160	.....	24,675	.....
Total ...	46,94,835	24,47,962	1,46,571	4,85,142	88,2[illegible]8	2,55,121	.....
Previously Imported	4,36,20,812	3,15,27,30[illegible]	18,50,073	3,76,70,216	17,96,462	24,99,450	3,04,038
Total Imports from 1st January to 30th September 1905	4,83,15,647	3,39,75,262	19,96,644	3,81,55,358	18,84,750	27,54,571	3,04,038
Imported same time last year ..	4,98,03,652	4,80,96,199	15,35,542	5,34,37,199	12,51,848	54,16,754	257

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1905—*contd.*

From 1st to 31st October 1905.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	26,46,400	1,80,000	.....	23,42,425	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	615	31,548	.....	15	580	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	11,36,013	9,78,325	.....	98,853	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said...	.....	21,937	.....	.....	.....	350	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	1,474	3,67,256	99,142	14,452	2,56,539	1,27,584	.....
ALL INDIAN PORTS	.....	1,20,000	.....	96,755	.....	75,798	.....
Total ...	37,83,887	16,68,033	1,30,690	25,52,485	2,56,954	2,04,312	.....
Previously Imported	4,83,15,647	3,39,75,262	19,96,644	3,81,55,358	18,84,750	27,54,571	3,04,038
Total Imports from 1st January to 31st October 1905...	5,20,99,534	3,56,43,295	21,27,334	4,07,07,843	21,41,704	29,58,883	3,04,038
Imported same time last year ...	5,47,85,887	4,97,58,881	16,68,182	5,55,50,058	13,59,269	55,93,260	257

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1905—*contd.*

From 1st to 30th November 1905.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	30,53,600	2,02,500	.....	6,81,868	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	1,065	29,987	.....	.....	263	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	20,40,584	19,50,000	.....	3,42,478	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez & Port Said ...	.....	1,65,465	880	.....	.....	1,000	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	4,884	3,74,027	1,14,191	1,97,593	1,50,854	5,27,001	5,479
ALL INDIAN PORTS	450	.....	.....	30,603	14,104	54,5.7	2,000
Total ...	50,99,518	26,93,057	1,45,058	12,52,542	1,64,958	3,82,841	7,479
Previously Imported	5,20,99,534	3,56,43,295	21,27,334	4,07,07,843	21,41,704	29,58,883	3,04,038
Total Imports from 1st January to 30th November 1905	5,71,99,052	3,83,36,352	22,72,392	4,19,60,385	23,06,662	33,41,724	3,11,517
Imported same time last year ...	5,82,64,666	5,51,16,788	18,67,523	5,77,72,640	17,23,055	60,67,708	267

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1905—*concld.*

From 1st to 31st December 1905.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	39,09,120	3,03,000	.....	13,81,375	.....	80	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	1,140	31,132	.....	.....	210	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	9,85,518	47,29,575	.....	2,52,439	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez & Port Said ...	.....	40,72,200	.....	.....	.....	381	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	3,08,517	.....	4,000	.....
OTHER FOREIGN PORTS	4,167	7,50,160	1,68,088	5,225	1,66,833	1,78,850	5,60,482
ALL INDIAN PORTS	2,500	.....	.....	17,850	750	19,373	.....
Total ...	49,01,305	98,56,075	1,99,220	19,60,406	1,67,583	2,02,894	5,60,482
Previously Imported	5,71,99,052	3,83,36,352	22,72,392	4,19,60,385	23,06,662	33,41,724	3,11,517
Total Imports from 1st January to 31st December 1905	6,21,00,357	4,81,92,427	24,71,612	4,39,20,791	24,74,245	35,44,618	8,71,999
Imported same time last year ...	6,24,82,838	6,07,39,935	19,26,125	6,25,50,019	21,60,686	64,97,328	267

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1905.

From 1st to 31st January 1905.

TO	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	31,40,766	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York... ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai... ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez & Port Said ...	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	9,500	.....	.....	1,16,000	.....
ALL INDIAN PORTS...	.....	900	.....	930	290	87,750	.....
Total Exports from 1st to 31st January 1905	31,40,766	900	9,500	930	290	2,03,750	.....
Exported same time last year ...	30,02,764	.....	.....	45,157	.....	4,71,264	.....

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1905—*contd.*

From 1st to 28th February 1905.

TO	GOLD.			SILVER.			
	Bullion.	COIN.		Bullion.	COIN.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	27,02,760	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez & Port Said ...	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	.....	.....	.....	1,12,935	.....
ALL INDIAN PORTS	.....	1,800	.....	7,653	280	48,220	500
Total ...	27,02,760	1,800	.....	7,653	280	1,61,155	500
Previously Exported ...	31,40,766	900	9,500	930	290	2,03,750	.....
Total Exports from 1st January to 28th February 1905	58,43,526	2,700	9,500	8,583	570	3,64,905	500
Exported same time last year ...	61,07,682	15,000	14,274	15,09,466	1,380	6,30,964	990

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1905—*contd.*

From 1st to 31st March 1905.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	29,16,066	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c. ...	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said.	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	.....	.....	.....	1,96,000	.....
ALL INDIAN PORTS	.....	2,520	.....	2,175	700	49,700	.....
Total ...	29,16,066	2,520	.....	2,175	700	2,45,700	.....
Previously Exported ...	58,43,526	2,700	9,500	8,583	570	3,64,905	500
Total Exports from 1st January to 31st March 1905	87,59,592	5,220	9,500	10,758	1,270	6,10,605	500
Exported same time last year...	89,46,899	15,000	38,269	40,23,462	1,380	9,02,765	1,130

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1905—*contd.*

From 1st to 30th April 1905.

FROM.	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	29,15,939	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said...	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore ...	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	.....	.....	.....	6,78,275	.....
ALL INDIAN PORTS	.....	.....	.....	640	.....	39,605	.....
Total ...	29,15,939	.....	.....	640	.....	7,17,880	.....
Previously Exported ...	87,59,592	5,220	9,500	10,758	1,270	6,10,605	500
Total Exports from 1st January to 30th April 1905	1,16,75,531	5,220	9,500	11,398	1,270	13,28,485	500
Exported same time last year ...	1,17,83,337	17,460	52,016	40,36,743	1,798	15,45,145	1,410

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1905—*contd.*

From 1st to 31st May 1905.

To	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	31,10,883	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said..	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	75,000	.....	.....	.....	.....	.....
OTHER FORE'GN PORTS	.....	.....	13,225	.....	.....	4,94,498	.....
ALL INDIAN PORTS...	.....	.....	.....	4,62,000	.....	21,000	.....
Total... ...	31,10,883	75,000	13,225	4,62,000	.....	5,15,498	.....
Previously Exported ...	1,16,75,531	5,220	9,500	11,398	1,370	13,28,485	500
Total Exports from 1st January to 31st May 1905	1,47,86,414	80,220	22,725	4,73,398	1,370	18,43,983	500
Exported same time last year...	1,48,71,762	87,410	55,066	40,41,675	8,31,014	23,11,245	1,660

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1905—*contd.*

From 1st to 30th June 1905.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	28,49,454	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said ..	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	66,859	1,100	.....	8,07,100	5,500
ALL INDIAN PORTS	.....	.....	.....	.....	.....	.....	.....
Total ...	28,49,454	.....	66,859	1,100	.....	8,07,100	5,500
Previously Exported ...	1,47,86,414	80,220	22,725	4,73,398	1,270	18,43,983	500
Total Exports from 1st January to 30th June 1905	1,76,35,868	80,220	89,584	4,74,498	1,270	26,51,083	6,000
Exported same time last year...	1,76,51,618	38,910	90,817	40,42,425	8,31,014	28,77,245	1,660

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1905—*contd.*

From 1st to 31st July 1905.

To	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	29,73,277	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c. ...	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said..	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	11,969	.....	.....	6,94 700	14,525
ALL INDIAN PORTS	.....	.....	.....	.....	.....	.....	.....
Total ...	29,73,277	.....	11,969	.....	.....	6,94,700	14,525
Previously Exported ...	1,76,35,868	80,220	89,584	4,74,498	1,270	26,51,083	6,000
Total Exports from 1st January to 31st July 1905	2,06,09,145	80,220	1,01,553	4,74,498	1,270	33,45,783	20,525
Exported same time last year ...	2,04,40,478	38,910	1,26,567	40,42,425	8,31,014	33,86,095	1,660

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1905—*contd.*

From 1st to 31st August 1905.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	31,35,791	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide,&c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said...	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	20,017	1,818	.....	16,41,700	.....
ALL INDIAN PORTS	.....	.....	.....	.....	.....	.....	.....
Total ...	31,35,791	.....	20,017	1,818	.....	16,41,700	.....
Previously Exported ...	2,06,09,145	80,220	1,01,553	4,74,498	1,270	33,45,783	20,525
Total Exports from 1st January to 31st August 1905...	2,37,44,936	80,220	1,21,570	4,76,316	1,270	49,87,483	20,525
Exported same time last year...	2,36,40,801	9,38,910	2,20,549	40,53,746	8,31,914	48,89,595	3,747

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1905—*contd.*

From 1st to 30th September 1905.

To	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	27,01,174	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	4,650
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said..	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	6,187	.....	.....	11,62,800	.....
ALL INDIAN PORTS	.....	.....	.....	2,505	420	.....	.....
Total ...	27,01,174	.....	6,187	2,505	420	11,62,800	4,650
Previously Exported ...	2,37,44,936	80,220	1,21,570	4,76,316	1,270	49,87,483	20,525
Total Exports from 1st January to 30th September 1905	2,64,46,110	80,220	1,27,757	4,78,821	1,690	61,49,783	25,175
Exported same time last year ...	2,63,73,694	9,38,910	2,71,157	40,80,948	8,31,914	71,30,095	3,747

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1905—*contd.*

From 1st to 31st October 1905.

To	GOLD.			SILVER.			
	Bullion.	COIN.		Bullion.	COIN.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	32,42,482	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	1,875	.....	.....	.....
EGYPT—							
Alexandria, Suez and Port Said.	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	4,455	.....	.....	3,00,000	.....
ALL INDIAN PORTS	.....	.....	.....	.....	.....	1,11,500	.....
Total ...	32,42,482	.....	4,455	1,875	.....	4,11,500	.....
Previously Exported ...	2,64,46,110	80,320	1,27,757	4,78,821	1,690	61,49,783	25,175
Total Exports from 1st January to 31st October 1905...	2,96,88,592	80,320	1,32,212	4,80,696	1,690	65,61,283	25,175
Exported same time last year ...	2,91,92,362	11,38,085	2,86,632	40,84,384	8,32,164	85,68,095	4,147

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1905—*contd.*

From 1st to 30th November 1905.

TO	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	27,97,728	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	1,38,978	.....	.....	.....
EGYPT—							
Alexandria, Suez & Port Said ..	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	18,665	.....	.....	1,04,000	150
ALL INDIAN PORTS	.....	.....	.....	.....	.....	94,000	.....
Total ...	27,97,728	.....	18,665	1,38,978	.....	1,98,000	150
Previously Exported ...	2,96,88,592	80,220	1,32,212	4,80,696	1,690	65,61,283	25,175
Total Exports from 1st January to 30th November 1905	3,24,86,320	80,220	1,50,877	6,19,674	1,690	67,59,283	25,325
Exported same time last year ...	3,24,67,574	11,38,935	3,00,632	40,86,179	8,32,444	87,82,395	4,147

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1905—*concld.*

From 1st to 31st December 1905.

TO	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	28,34,151	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez & Port Said ...	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	17,605	400	.....	6,000	.....
ALL INDIAN PORTS	.....	.....	.....	e 684	.....	1,15,500	.....
Total ...	e 28,34,151	.....	17,605	1,084	.....	1,21,500	.....
Previously Exported ...	3,24,86,320	80,220	1,50,877	6,19,674	1,690	67,59,283	25,325
Total Exports from 1st January to 31st December 1905	3,53,20,471	80,220	1,68,482	6,20,758	1,690	68,80,783	25,325
Exported same time last year ...	3,52,05,283	11,41,995	3,05,642	40,96,883	8,32,584	93,99,495	4,397

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce

QUOTATIONS.	Week ending 4th January.	Week ending 11th January.	Week ending 18th January.	Week ending 25th January.	Week ending 1st February.	Week ending 8th February.	Week ending 15th February.	Week ending 22nd February.	Week ending 1st March.	Week ending 8th March.	Week ending 15th March.	Week ending 22nd March.	Week ending 29th March.	Week ending 5th April.	Week ending 12th April.	Week ending 19th April.
EXCHANGE.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.
On England (both Bills, Telegraphic Transfer)	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 7/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.
" "	1s. 4 1/16d.	1s. 4 1/8d.	1s. 4 3/16d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.
Paris (on Credit)	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.
" (Documents)	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.
" (Bankers')	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hamburg	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" (Bankers')	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Port Louis Mercantile Bills	178 1/2	178 1/2	178 3/4	178 1/2	178 1/2	178 1/2	178 1/2	178 1/2	178 1/2	178 1/2	178 1/2	178 1/2	178 1/2	178 1/2	178 1/2	178 1/2
On Calcutta Bank Telegraphic Transfer	180 1/16	180 1/16	180 1/16	180 1/16	180 1/16	180 1/16	180 1/16	180 1/16	180 1/16	180 1/16	180 1/16	180 1/16	180 1/16	180 1/16	180 1/16	180 1/16
China Mercantile Bills, 30 days' Sight	Rs. —	Rs. —	Rs. —	Rs. —	Rs. —	Rs. —	Rs. —	Rs. —	Rs. —	Rs. —	Rs. —	Rs. —	Rs. —	Rs. —	Rs. —	Rs. —
" " Sight	Rs. 134	Rs. 134	Rs. 134	Rs. 134	Rs. 134	Rs. 134	Rs. 134	Rs. 134	Rs. 134	Rs. 134	Rs. 134	Rs. 134	Rs. 134	Rs. 134	Rs. 134	Rs. 134
English Bar Gold, 180 Grains (per Tola)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sovereigns	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bar Silver	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
RATES OF DISCOUNT.																
Bank Rate of Discount on Private Bills, 30 days' Sight	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rate of Interest on Government Loans on Government Securities	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rate of Interest in the open Market on Government Paper	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
GOVERNMENT SECURITIES.																
Treasury-s bill per mint.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Three per cents.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Paper refused for Lascars	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Paper refused from London	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bombay	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
IMPORTS.																
Piece Goods—																
Fine, Mid., 32) yds. Grey Shirtings (per piece)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fine, Mid., 37) to 38 yds.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fine, Mid. White Twist (per lb.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fine, Mid. Wide	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cotton Muslins (in bundles) per cent.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Yarn—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medium No. 1 Bar Iron (per candy of 7 cwt. 2qrs.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Swedish Iron	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Russian Bar Iron	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar (refining) Bengals per cwt. (in bonded Wh.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Do. Manilla (refining) Yellow	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Do. China Best (refining) White	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coals—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cardiff	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Patea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dolcoath (Scotch)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mott's Navigation (Bengal)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Scotch	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sydney	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Singarel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Sorts	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
EXPORTS.																
Cotton (Fully-reviewed) per candy of 784 lbs.—																
G. I. Peninsular (Railway Terms)	Rs. 318 January.	Rs. 318 January.	Rs. 318 January.	Rs. 314 February.	Rs. 310 February.	Rs. 310 February.	Rs. 310 February.	Rs. 310 February.	Rs. 310, 10th Mar.	Rs. 307, 10th Mar.	Rs. 310, 10th Mar.	Rs. 310, 10th Mar.	Rs. 307 July.	Rs. 310 July & 10th		Rs. 310, 10th A.
M.G.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Salsette	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Wanseddie	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
"	Rs. 316 January.	Rs. 317 January.	Rs. 316 January.	Rs. 314 February.	Rs. 310 February.	Rs. 310 February.	Rs. 310 February.	Rs. 310 February.	Rs. 310, 10th Mar.	Rs. 310, 10th Mar.	Rs. 310, 10th Mar.	Rs. 310, 10th Mar.	310 July.	Rs. 317 July & 10th		Rs. 310, 10th A.
" Dharwar, Fine	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Nagpur, Kumpta	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Oomrawuttee, (unginned)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Khoja, Khoorpah, Kumpta (Fair Staple)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Oomra Good Staple	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Broach	Rs. 310 March.	Rs. 310 March.	Rs. 310 March.	Rs. 310 February.	Rs. 307 February.	Rs. 310 March.	Rs. 310 February.	Rs. 310 March.	Rs. 307 March.	—	—	—	—	—	—	—
" Dholleras	Rs. 310 March.	Rs. 310 March.	Rs. 310 March.	Rs. 310 March.	Rs. 310 March.	Rs. 310 March.	Rs. 310 March.	Rs. 307 March.	Rs. 310, 10th Mar.	Rs. 310, 10th Mar.	Rs. 310, 10th Mar.	Rs. 310, 10th Mar.	310 July.	—	—	—
"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Red-Seeded Dharwar	—	—	—	—	Rs. 180 May.	Rs. 310 May.	—	Rs. 310 May.	—	—	—	—	—	—	—	—
Wheat	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shirpeach, White	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Mixed 5 per cent.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Linseed, Bold	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Small Seed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rapeseed, Sarsoon Yellow	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Brown Dull	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Yellow Gorangee	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rapeseed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Groundnuts	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mowrah	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Castorseeds, Ordinary Quality F. A.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wheat, White Furry, 60 per cent.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Jubbulpur Furry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Jubbulpur (Soft Bold)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Hard Yellow, 10 per cent.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Delhi, No. 1, White Furry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Red	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Red Bold Chuttack per cent.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Narsinee Khattai	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Opium (Malwa) per chest, 140	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" " 160	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
FREIGHTS.	Steady (Jan.)	Steady (Jan.)	Steady (Jan.)	Steady (Feb.)	Steady.	Steady (Feb.)	Steady.	Steady (Feb.)	Steady (March.)	Steady (March.)	Steady (March.)	Steady (March.)	Steady (April.)	Steady (April.)	Steady (April.)	Steady.
Liverpool—Cotton (per ton of 40 feet)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Seeds and Wheat	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
London—Measurement Cargo (P. & O.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Seeds and Wheat	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Private and Various—Measurement Cargo	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Seeds and Wheat	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Marseilles—Measurement Cargo	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Seeds and Wheat	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Genoa—Measurement Cargo	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" Seeds and Wheat	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
China Steamer (P. & O.)	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16
Java	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

	Week ending 28th April.	Week ending 5th May.	Week ending 12th May.	Week ending 19th May.	Week ending 26th May.	Week ending 2nd June.	Week ending 9th June.	Week ending 16th June.	Week ending 23rd June.	Week ending 30th June.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
	1s. 3 15/16d. 1s. 3 15/16d. 1s. 4 1/32d. 1s. 4 1/8d. 1s. 4 7/32d. 1s. 4 5/32d. 1s. 4 1/4d 1 09 1/2 100 1/32 Rs. a. p. 135 8 0 188 0 0 149 0 0 24 1 0 15 2 9 68 12 0 Rdy. 68 8 0 Fwd.	1s. 3 15/16d. 1s. 3 15/16d. 1s. 4 1/32d. 1s. 4 1/8d. 1s. 4 7/32d. 1s. 4 5/32d. 1s. 4 1/4d. 1 09 1/2 100 Rs. a. p. 135 8 0 191 0 0 149 0 0 24 1 0 15 2 9 68 9 0 Rdy. 68 8 0 Fwd.	1s. 3 31/32d. 1s. 3 31/32d. ..... 1s. 4 1/8d. 1s. 4 7/32d. ..... 1s. 4 1/4d. 1 09 1/2 100 1/32 Rs. a. p. 135 8 0 191 0 0 149 0 0 24 1 0 15 2 9 67 4 0 Rdy. 67 5 0 Fwd.	1s. 3 15/16d. 1s. 3 31/32d. 1s. 4 1/32d. 1s. 4 1/8d. 1s. 4 7/32d. 1s. 4 5/32d. 1s. 4 1/4d. 1 09 1/2 100 1/32 Rs. a. p. 135 8 0 191 0 0 149 0 0 24 1 0 15 2 9 68 8 0 Rdy. 68 8 0 Fwd.	1s. 3 31/32d. 1s. 3 31/32d. 1s. 4 1/32d. 1s. 4 1/8d. 1s. 4 7/32d. 1s. 4 5/32d. 1s. 4 1/4d. 1 09 1/2 100 Rs. a. p. 137 8 0 192 0 0 149 0 0 24 1 0 15 2 9 68 12 0 Rdy. 68 8 0 Fwd.	1s. 3 31/32d. 1s. 4d. 1- 4 1/32d. 1s. 4 1/8d. 1s. 4 7/32d. 1s. 4 5/32d. 1s. 4 1/4d. 1 09 1/2 100 Rs. a. p. 137 8 0 192 0 0 149 0 0 24 1 0 15 2 9 68 12 0 Rdy. 68 8 0 Fwd.	1s. 4d. 1s. 4 1/32d. 1s. 4 1/8d. 1- 4 5/32d. 1s. 4 7/32d. 1s. 4 5/32d. 1s. 4 1/4d. 1 09 3/4 100 Rs. a. p. 137 8 0 192 0 0 149 0 0 24 2 0 15 2 9 68 12 0 Rdy. 68 8 0 Fwd.	1s. 4d. 1s. 4 1/32d. 1s. 4 1/8d. 1s. 4 5/32d. 1s. 4 7/32d. 1s. 4 5/32d. 1s. 4 1/4d. 1 09 3/4 100 Rs. a. p. 138 0 0 193 0 0 149 4 0 24 2 0 15 2 6 68 8 0 Rdy. 68 8 0 Fwd.	1s. 4d. 1s. 4 1/32d. 1s. 4 1/8d. 1s. 4 5/32d. 1s. 4 7/32d. 1s. 4 5/32d. 1s. 4 1/8d. 1 09 3/4 100 Rs. a. p. 137 8 0 193 0 0 149 4 0 24 1 6 15 2 6 68 8 0 Rdy. 68 4 0 Fwd.
	6 per cent. 5 ,, 3 ,,	6 per cent. 5 ,, 2 ,,	6 per cent. 5 ,, 2½ ,,	6 per cent. 5 ,, 2½ ,,	6 per cent. 5 ,, 3 ,,	6 per cent. 5 ,, 3 ,,	6 per cent. 5 ,, 5 ,,	6 per cent. 5 ,, 4 ,,	5 per cent. 5 ,, 4 ,,	5 per cent. 5 ,, 4 ,,
	Rs. 98 12 0 ,, 88 8 0 *Nil*, *Nil*.	Rs. 99 2 0 ,, 88 8 0 ,, 18,800 ,, 4,000	Rs. 98 10 0 ,, 88 8 0 ,, 140,000 *Nil*	Rs. 98 12 0 ,, 88 8 0 ,, 24,500 *Nil*	Rs. 98 8 8 ,, 88 8 0 ,, 9,000 *Nil*	Rs. 98 10 0 ,, 88 8 0 *Nil* *Nil*	Rs. 98 9 0 ,, 88 0 0 ,, 4,500 *Nil*	Rs. 98 7 0 ,, 88 0 0 ,, 1,000 *Nil*	Rs. 98 11 0 ,, 88 0 0 *Nil* *Nil*	Rs. 98 9 0 ,, 88 0 0 *Nil* *Nil*
	Rs. 3 11 6 ,, 4 12 6 As. 98 to As. 10 ,, 81 to ,, 9 Rs. 59 8 0 ,, 49 8 0 ,, 78 8 0 ,, 99 0 0 ,, 48 to Rs. 49 ,, 12 1 0 ,, 13 0 0 ,, 14 8 0 ,, 16 12 0 Fwd. ,, 11 4 0 Rdy. ,, 11 8 0 Fwd.	Rs. 3 10 6 ,, 4 11 6 As. 98 to As. 10 ,, 81 to ,, 9 Rs. 58 8 0 ,, 49 0 0 ,, 80 8 0 ,, 99 0 0 ,, 49 0 0 ,, 12 12 0 ,, 12 6 0 ,, 14 4 0 ,, 16 12 0 Fwd. ,, 11 0 0 Rdy. ,, 11 8 0 Fwd.	Rs. 3 11 6 ,, 4 12 6 As. 98 to As. 10 ,, 81 to ,, 9 Rs. 58 8 0 ,, 49 0 0 ,, 80 8 0 ,, 99 0 0 ,, 49 0 0 ,, 12 8 0 ,, 12 1 0 ,, 14 0 0 ,, 16 12 0 Fwd. Rs. 11 8 0 Rdy.	Rs. 3 11 6 ,, 4 12 6 As. 98 to As. 10 ,, 81 to ,, 9 Rs. 58 8 0 ,, 48 0 0 ,, 80 8 0 ,, 99 0 0 ,, 49 0 0 ,, 12 4 0 ,, 11 12 0 ,, 14 4 0 ,, 16 12 0 Fwd. Rs. 11 10 0 Rdy.	Rs. 3 11 6 ,, 4 12 0 As. 98 to As. 10 ,, 81 to ,, 9 Rs. 58 8 0 ,, 48 0 0 ,, 80 8 0 ,, 99 0 0 ,, 49 0 0 ,, 12 8 0 ,, 11 9 0 ,, 13 12 0 ,, 16 12 0 Fwd. Rs. 12 8 0 Rdy.	Rs. 3 11 6 ,, 4 12 0 As. 10 to as. 10½ ,, 84 to ,, 91 Rs. 58 8 0 ,, 48 0 0 ,, 80 8 0 ,, 99 0 0 ,, 49 0 0 ,, 12 8 0 ,, 11 9 0 ,, 13 12 0 ,, 16 12 0 Fwd. Rs. 12 8 0 Rdy.	Rs. 3 11 6 ,, 4 12 0 As. 10 to as. 10½ ,, 84 to ,, 91 Rs. 59 0 0 ,, 47 12 0 ,, 80 8 0 ,, 99 0 0 ,, 49 0 0 ,, 11 12 0 ,, 11 5 0 ,, 13 8 0 ,, 16 12 0 Fwd. Rs. 17 0 0 Fwd.	As. 19 to as. 19½ ,, 84 to ,, 92 Rs. 59 0 0 ,, 47-4-0 to Rs. 47-6-0 ,, 80 0 0 ,, 99 8 0 ,, 48 to Rs. 49 ,, 11 10 0 ,, 10-6-0 to Rs. 10 6-0 ,, 13 4 0 ,, 16 12 0 Fwd. Rs. 17 4 0 Fwd.	Rs. 3 11 6 ,, 4 12 0 As. 19 to as. 19½ ,, 84 to ,, 92 Rs. 59 8 0 ,, 46 12 0 ,, 81 0 0 ,, 99 0 0 ,, 49 0 0 ,, 11 10 0 ,, 10 7 0 ,, 13 0 0 ,, 16 12 0 Fwd. Rs. 17 0 0 Rdy.	Rs. 3 11 6 ,, 4 12 0 As. 19 to as. 19½ ,, 84 to ,, 92 Rs. 59 8 0 ,, 46 12 0 ,, 81 0 0 ,, 99 0 0 ,, 49 0 0 ,, 11 10 0 ,, 10 7 0 ,, 13 0 0 ,, 16 12 0 Fwd. Rs. 18 0 0 Fwd.
	Rs. 16 12 0 Fwd. ,, 11 4 0 Rdy. ,, 11 8 0 Fwd.	Rs. 16 12 0 Fwd. ,, 11 0 0 Rdy. ,, 11 8 0 Fwd.	Rs. 16 12 0 Fwd. ,, 11 4 0 Rdy.	Rs. 16 12 0 Fwd. ,, 11 10 0 Rdy.	Rs. 16 12 0 Fwd. ,, 12 0 0 Rdy.	Rs. 16 12 0 Fwd. ,, 12 8 0 Rdy.	Rs. 16 12 0 Fwd. ,, 11 8 0 Rdy.	Rs. 16 12 0 Fwd. ,, 11 4 0 Rdy.	Rs. 16 12 0 Fwd. ,, 12 8 0 Rdy.	Rs. 16 12 0 Fwd. ,, 11 0 0 Rdy ,, 11 8 0 Fwd.
	Rs. 161, 25th May.	Rs. 164 Rdy. 25th May.	Rs. 168, 25th May.	Rs. 170, 25th May.	Rs. 174 Rdy.	Rs. 177 June 4 Rdy. Delivery.	Rs. 176 Rdy.	Rs. 177, 25th June	Rs. 178 Rdy.	Rs. 180 Rdy.
	,, 149 ,, ,, 166 ,, ,, 156 ,, ,, 165 ,, ,, 155 ,,	,, 154 ,, ,, 177 ,, ,, 169 ,, ,, 179 ,, ,, 160 ,,	,, 156 ,, ,, 179 ,, ,, 169 ,, ,, 177 ,, ,, 167 ,,	,, 158 ,, ,, 181 ,, ,, 171 ,, ,, 179 ,, ,, 169 ,,	,, 164 ,, ,, 185 ,, ,, 175 ,, ,, 184 ,, ,, 174 ,,	,, 167 ,, ,, 188 ,, ,, 178 ,, ,, 187 ,, ,, 177 ,,	,, 166 ,, ,, 187 ,, ,, 177 ,, ,, 185 ,, ,, 176 ,,	,, 167 ,, ,, 2187 ,, ,, 177 ,, ,, 186 ,, ,, 176 ,,	,, 168 ,, ,, 188 ,, ,, 178 ,, ,, 186 ,, ,, 176 ,,	,, 170 ,, ,, 190 ,, ,, 180 ,, ,, 190 ,, ,, 180 ,,
	Rs. 167, 25th May.	Rs. 170 Rdy. 25th May.	Rs. 173, 25th May	Rs. 175, 25th May.	Rs. 178 Rdy.	Rs. 182 June 4 Rdy. Delivery	Rs. 184 Rdy.	Rs. 185, 25th June.	Rs. 185 Rdy.	Rs. 186 Rdy.
	,, 163 ,, ,, 177 ,, ,, 189 ,, ,, 183 ,, ,, 177 ,, ,, 171 ,,	,, 185 ,, ,, 179 ,, ,, 191 ,, ,, 185 ,, ,, 182 ,, ,, 173 ,,	,, 187 ,, ,, 181 ,, ,, 193 ,, ,, 187 ,, ,, 182 ,, ,, 176 ,,	,, 186 ,, ,, 180 ,, ,, 192 ,, ,, 186 ,, ,, 184 ,, ,, 177 ,,	,, 188 ,, ,, 187 ,, ,, 198 ,, ,, 192 ,, ,, 186 ,, ,, 182 ,,	,, 196 ,, ,, 190 ,, ,, 200 ,, ,, 194 ,, ,, 192 ,, ,, 185 ,,	,, 198 ,, ,, 191 ,, ,, 201 ,, ,, 194 ,, ,, 192 ,, ,, 186 ,,	,, 198 ,, ,, 192 ,, ,, 203 ,, ,, 196 ,, ,, 194 ,, ,, 186 ,,	,, 199 ,, Rs. 294 Rdy. Rs. 194 Rdy.	,, 202 ,, ,, 195 ,, ,, 208 ,, ,, 200 ,, ,, 198 ,, ,, 191 ,,
	,, 177 ,,	,, 186 ,,	,, 182 ,,	,, 184 ,,	,, 190 ,,	,, 194 ,,	,, 196 ,,	,, 194 ,,	Rs. 195 Rdy.	,, 199 ,,
	,, 171 ,, ,, 185 ,, ,, 179 ,,	,, 174 ,, ,, 190 ,, ,, 181 ,,	,, 176 ,, ,, 190 ,, ,, 184 ,,	,, 177 ,, ,, 189 ,, ,, 186 ,,	,, 183 ,, ,, 198 ,, ,, 190 ,,	,, 187 ,, Rs. 196 June 4 Rdy. Delivery.	,, 189 ,, Rs. 198 Rdy.	,, 187 ,, ...	,, 186 ,, ...	,, 192 ,, Rs. 198 Rdy.
	,, 200 ,, ,, 197 ,, ...	,, 204 ,, ,, 201 ,, ,, 198 ,, ...	,, 206 ,, ,, 203 ,, ,, 200 ,, ,, 197 ,, ,, 193 ,,	,, 208 ,, ,, 205 ,, ,, 202 ,, ,, 199 ,, ,, 195 ,,	,, 208 ,, ,, 204 ,, ...	,, 217 ,, ,, 210 ,, ,, 208 ,, ,, 198 ,, ,, 195 ,,	Rs. 217 ,, ,, 213 ,, ...	Rs. 217, 25th June.	Rs. 220 Rdy.	Rs. 225 ,, ,, 219 ,, ...
	Rs. 190, 25th May.	Rs. 200, 25th May.	Rs. 208, 25th May.	Rs. 214, 25th May.	Rs. 218, 25th June	Rs. 215 June 4 Rdy. Delivery	Rs. 214 June.	Rs. 213, 25th June.	Rs. 216 Rdy.	Rs. 221 Rdy.
	,, 182 ,, ,, 9 3 6 Rdy. ,, 9 11 6 ,, ,, 6 15 6 ,, ,, 6 14 6 ,, ,, 7 7 6 ,, ,, 7 0 6 ,, ,, 7 8 6 ,, ,, 7 10 6 ,, ,, 7 2 6 ,, Rs. 5-6-0 July-Aug. ,, 5 2 8 Rdy. ,, 4 12-6 May-June.	,, 187 ,, ,, 9 3 6 Rdy. ,, 9 11 6 ,, ,, 6 15 6 ,, ,, 6 14 6 ,, ,, 7 7 6 ,, ,, 6 13 6 ,, ,, 7 5 0 ,, ,, 7 7 6 ,, ,, 7 10 6 ,, ,, 7 2 6 ,, Rs. 5-6-0 July-Aug. ,, 5 7 0 ,, ,, 5 0 6 ,, Rs. 4-10-0 May-June	,, 185 ,, ...	,, 192 ,, ...	,, 194 ,, ...	,, 198 ,, ...	,, 195 ,, ...	,, 194 ,, ...	,, 196 ,, ...	Rs. 200 Nov-Dec. Rs. 8-0-6 Nov-Dec. Rs. 7 0 0 Rdy.
	Rs. 4-16-6 May-June.	Rs. 4-8-6 May-June.	Rs. 4-0-6 May-June.	Rs. 4-0-6 May-June.	Rs. 4-16-6 May-June.	Rs. 4-16-6 May-June.	Rs. 4 16 6 Rdy.	Rs. 4 17 6 Rdy.	Rs. 4 17 6 Rdy.	Rs. 4 17 6 Rdy.
	Rs. 1,856 ,, 1,700	Rs. 1,906 ,, 1,650 to Rs. 1,700	Rs. 1900 ,, 1500	Rs. 1,800 ,, 1,700	Rs. 1,800 ,, 1,500	Rs. 1,925 ,, 1,715	Rs. 1,900 ,, 1,740	Rs. 1,836 ,, 1,730	Rs. 1,900 ,, 1,730	Rs. 1,950 ,, 1,750
	Ready (May.) £ s. d. 0 14 0 0 14 0 0 14 0 0 14 0 0 16 0 0 16 0 0 15 6 0 15 6 0 14 0 0 14 0 Rs. 14 and Rs. 18 ,, 17	Ready. £ s. d. 0 14 0 0 14 0 0 14 0 0 14 0 0 16 0 0 16 0 0 16 0 0 13 6 0 13 6 0 14 0 Rs. 14 and Rs. 18 ,, 17	Ready (May.) £ s. d. 0 13 6 0 13 6 1 2 0 0 14 0 0 16 0 0 16 0 0 16 0 0 13 6 0 13 6 0 13 6 Rs. 14 & Rs. 18 ,, 17	Ready (May.) £ s. d. 0 14 0 0 14 0 1 2 0 0 14 0 0 16 0 0 16 0 0 16 0 0 13 6 0 14 0 0 14 0 Rs. 14 and 18 ,, 17	Ready (May.) £ s. d. 0 14 0 0 14 0 1 2 0 0 12 0 0 12 0 0 13 9 Rs. 14 and 18 ,, 17	Ready (June.) £ s. d. 0 14 0 0 14 0 1 2 6 0 14 6 0 16 6 0 16 6 0 16 6 0 14 0 0 14 0 0 14 0 Rs. 14 and 18 ,, 17	Ready (June.) £ s. d. 0 14 0 0 14 0 0 14 0 1 2 6 0 14 6 0 16 6 0 16 6 0 14 0 0 13 9 0 14 0 0 14 9 0 14 9 Rs. 14 and Rs. 18 ,, 17	Ready (June.) £ s. d. 0 14 0 0 14 0 1 2 6 0 14 6 0 16 6 0 16 6 0 16 6 0 13 9 0 14 0 0 14 0 0 14 9 0 14 9 Rs. 14 and Rs. 18 ,, 17	Ready (June.) £ s. d. 1 2 0 0 14 0 0 14 0 0 13 0 1 2 0 0 12 0 0 12 0 0 15 0 0 15 0 0 12 0 0 13 0 0 13 0 0 12 0 Rs. 14 and Rs. 18 ,, 17	Ready (July.) £ s. d. 0 14 0 0 14 0 0 13 0 1 2 0 0 12 0 0 12 0 0 15 0 0 15 0 0 12 0 0 13 0 0 13 0 0 12 0 Rs. 14 and Rs. 18 ,, 17

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce

QUOTATIONS.	Week ending 6th July.	Week ending 13th July.	Week ending 20th July.	Week ending 27th July.	Week ending 3rd August.	Week ending 10th August.	Week ending 17th August.	Week ending 24th August.	Week ending 31st August.	Week ending 7th September.	Week ending 14th September.	Week ending 21st September.	Week ending 28th September.	Week ending 5th October.	Week ending 12th October.	Week ending 19th October.	Week ending 26th October.
EXCHANGE.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.
On England Bank Bills, Tel. Transfer — Rupee	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.
" " " " 4 Months' "	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.
First Class Credits — " 6 " "	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.
Documents — " 4 " "	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.
" " " " 2 " "	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.
Paris Francs Mercantile Bills — "	1/101	1/101	1/101	1/101	1/101	1/101	1/101	1/101	1/101	1/101	1/101	1/101	1/101	1/101	1/101	1/101	1/101
On Calcutta Bank, Telegraphic Transfer — "	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Ditto Mercantile Bills, 30 days { per 100 Dollars — 100 Yards	102 0 0	102 0 0	102 0 0	102 0 0	102 0 0	102 0 0	102 0 0	102 0 0	102 0 0	102 0 0	102 0 0	102 0 0	102 0 0	102 0 0	102 0 0	102 0 0	102 0 0
Sight, " 10 Yards	103 0 0	103 0 0	103 0 0	103 0 0	103 0 0	103 0 0	103 0 0	103 0 0	103 0 0	103 0 0	103 0 0	103 0 0	103 0 0	103 0 0	103 0 0	103 0 0	103 0 0
English Bar Gold, 180 touch (per oz.) — —	77 8 0	77 8 0	77 8 0	77 8 0	77 8 0	77 8 0	77 8 0	77 8 0	77 8 0	77 8 0	77 8 0	77 8 0	77 8 0	77 8 0	77 8 0	77 8 0	77 8 0
Sovereigns — — — —	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0
Bar Silver — — — —	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.	1 10 0 ½dy.
	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.	1 10 0 ¼Pm.
RATES OF DISCOUNT.																	
Bank Rate of Discount on Private Bills, 60 days' Sight —	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.
Bank Rate of Interest on Secured Loans on Government Securities — — — —	4 "	4 "	4 "	4 "	4 "	4 "	4 "	4 "	4 "	4 "	4 "	4 "	4 "	4 "	4 "	4 "	4 "
Rate of Interest on the Open Market on Government Paper — — — —	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "
GOVERNMENT SECURITIES.																	
Three-and-a-half per cent. — — —	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0	Rs. 98 3 0
Three per cent. — — —	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0
Government Paper salable in London —	" 97,000	" 97,000	" 97,000	" 97,000	" 97,000	" 97,000	" 97,000	" 97,000	" 97,000	" 97,000	" 97,000	" 97,000	" 97,000	" 97,000	" 97,000	" 97,000	" 97,000
Government Paper salable from London to Bombay — — — —	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
IMPORTS.																	
Piece-Goods—																	
32in. 36lbs. 27½ yds. Grey Shirtings (per piece)	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0
32in. 36lbs. 27½ to 30 yds. "	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0	" 3 12 0
40in. 40s Blue Twist (per lb.) — —	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120	" 113 to 120
36in. 30s Weft — — — —	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90	" 85 to 90
Copper Sheathing (in bundles) per cwt. —	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0
Yellow Metal " " — —	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0	" 60 12 0
Belgian No. 2 flat iron (per candy of 784 lbs.) —	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0
Nail Rod " " — —	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0
Swedish Tar Iron — — —	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0
Sugar Ordinary Crystals per cwt. Exchinkeen —	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0
Do. Mauritius Ordinary Grains —	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 0 0
Do. China Soft Soft White — —	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0
Darlowe's West Hartley Coal (per ton) alongside —																	
Cardiff " " — —	Rs. 17 12 0 ¼Pwl.				Rs. 17 12 0 ¼Pwl.	Rs. 17 8 0 ¼Pwl.											
Coquet " " — —																	
Jamestoffer (Bengal) " " — —	Rs. 12 0 0 Bdy.	Rs. 12 0 0 Bdy.	Rs. 12 0 0 Bdy.	Rs. 12 0 0 Bdy.	Rs. 11 12 0 Bdy.	Rs. 12 0 0 Bdy.	Rs. 11 12 0 Bdy.	Rs. 11 8 0 Bdy.	Rs. 11 8 0 Bdy.	Rs. 11 8 0 Bdy.	Rs. 11 8 0 Bdy.	Rs. 11 8 0 Bdy.	Rs. 11 8 0 Bdy.	Rs. 11 8 0 Bdy.	Rs. 11 8 0 Bdy.	Rs. 11 8 0 Bdy.	Rs. 11 8 0 Bdy.
Blair's Navigation " " — —																	
Jardine's " " — —	Rs. 10 0 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.	Rs. 10 12 0 Pwl.
Sarlopate " " — —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —	" 11 8 0 —
Singapore " " — Ball Dolly																	
EXPORTS.																	
Cotton—																	
(Dhollerah), per candy of 784 lbs.)—																	
H. G. Broach (Bad way Terms) — — Fine	Rs. 108 Bdy.	Rs. 108	Rs. 108 Bdy. & July	Rs. 108 Bdy.	Rs. 108 Bdy.	Rs. 107 Bdy.	Rs. 107 Bdy.	Rs. 106 Bdy.	Rs. 107 Bdy.	Rs. 107 Bdy.	Rs. 107 Bdy.	Rs. 107 Bdy.	Rs. 108 Bdy.	Rs. 108 Bdy.	Rs. 108 Bdy.	Rs. 108 Bdy.	Rs. 108 Bdy.
M. G. " " — — Fine	Rs. 101 Bdy.	" 100	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101
" " " " — — F. G.	" 100	" 99	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100
" Scinde Punjab " " — — Fine	" 104	" 103	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104
" " " " — — F. G.	" 103	" 102	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103
" Khandesh — — Fine																	
" " — — F. G.	Rs. 100 Bdy.	Rs. 100	Rs. 100 Bdy. & Pwl.	Rs. 100 Bdy.	Rs. 100 Bdy.	Rs. 100 Bdy.	Rs. 100 Bdy.	Rs. 100 Bdy.	Rs. 100 Bdy.	Rs. 100 Bdy.	Rs. 100 Bdy.	Rs. 100 Bdy.	Rs. 100 Bdy.	Rs. 100 Bdy.	Rs. 100 Bdy.	Rs. 100 Bdy.	Rs. 100 Bdy.
" Dhamangaon, Twist — — Fine	" 101	" 100	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101
" " — — F. G.	" 100	" 99	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100	" 100
" Hingun Kumpta — — Fine	" 102	" 101	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102
" " — — F. G.	" 101	" 100	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101	" 101
" Oomrawuttee, (Inundgloss) — — Fine	" 103	" 102	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103
" " — — F. G.	" 102	" 101	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102	" 102
" Akola, Dhamangaon, Kumpta (Fair staple) Fine	" 104	" 103	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104	" 104
" " — — F. G.	" 103	" 102	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103
" Oomra (Good Staple) — — Fine	Rs. 112 Bdy.				Rs. 112 Bdy.	Rs. 112 Bdy.	Rs. 112 Bdy.	Rs. 112 Bdy.	Rs. 112 Bdy.	Rs. 112 Bdy.	Rs. 112 Bdy.	Rs. 112 Bdy.	Rs. 112 Bdy.	Rs. 112 Bdy.	Rs. 112 Bdy.	Rs. 112 Bdy.	Rs. 112 Bdy.
" " — — F. G.	" 111	" 110	" 111	" 111	" 111	" 111	" 111	" 111	" 111	" 111	" 111	" 111	" 111	" 111	" 111	" 111	" 111
" Broach — — Fine	Rs. 110	Rs. 109	Rs. 110	Rs. 110	Rs. 110	Rs. 110	Rs. 110	Rs. 110	Rs. 110	Rs. 110	Rs. 110	Rs. 110	Rs. 110	Rs. 110	Rs. 110	Rs. 110	Rs. 110
" " — — F. G.	" 109	" 108	" 109	" 109	" 109	" 109	" 109	" 109	" 109	" 109	" 109	" 109	" 109	" 109	" 109	" 109	" 109
" Hingunghaut — — Fine	Rs. 114 Bdy.	Rs. 114	Rs. 114 Bdy. & Pwl.	Rs. 114 Bdy.	Rs. 114 Bdy.	Rs. 114 Bdy.	Rs. 114 Bdy.	Rs. 114 Bdy.	Rs. 114 Bdy.	Rs. 114 Bdy.	Rs. 114 Bdy.	Rs. 114 Bdy.	Rs. 114 Bdy.	Rs. 114 Bdy.	Rs. 114 Bdy.	Rs. 114 Bdy.	Rs. 114 Bdy.
" " — — F. G.	" 113	" 112	" 113	" 113	" 113	" 113	" 113	" 113	" 113	" 113	" 113	" 113	" 113	" 113	" 113	" 113	" 113
Salt-Ground Dhollerah — — Good	Rs. 104 Bdy.	Rs. 104	Rs. 104 Bdy. & July	Rs. 104 Bdy.	Rs. 104 Bdy.	Rs. 104 Bdy.	Rs. 104 Bdy.	Rs. 104 Bdy.	Rs. 104 Bdy.	Rs. 104 Bdy.	Rs. 104 Bdy.	Rs. 104 Bdy.	Rs. 104 Bdy.	Rs. 104 Bdy.	Rs. 104 Bdy.	Rs. 104 Bdy.	Rs. 104 Bdy.
Wagnitra — — — Good	" 103	" 102	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103	" 103
Gingelly-seed, White — — (per cwt.)	" 6-0-0 Dec.-Feb.	" 6-0-0 Dec.-Jan.	" 6-0-0 Dec.-Jan.	" 7-0-0 Apl.-May	" 7-0-0 Dec.-Jan.	" 7-0-0 Dec.-Jan.	" 7-0-0 Dec.-Jan.	" 7-0-0 Dec.-Jan.	" 7-0-0 Dec.-Jan.	" 7-0-0 Dec.-Jan.	" 7-0-0 Dec.-Jan.	" 7-0-0 Dec.-Jan.	" 7-0-0 Dec.-Jan.	" 7-0-0 Dec.-Jan.	" 7-0-0 Dec.-Jan.	" 7-0-0 Dec.-Jan.	" 7-0-0 Dec.-Jan.
" Mixed 1 per cent. — —	" 6-0-0	" 6-0-0	" 6-0-0	" 7-0-0	" 7-0-0	" 7-0-0	" 7-0-0	" 7-0-0	" 7-0-0	" 7-0-0	" 7-0-0	" 7-0-0	" 7-0-0	" 7-0-0	" 7-0-0	" 7-0-0	" 7-0-0
Linseed, Kidi — — —	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.	" 3 8 0 Bdy.
" Small Seed — —	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0	" 3 8 0
Rapeseed, Oriental Yellow — —	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.	" 4 0 0 Bdy.
" Brown Toria — —	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0
" Yellow Coromandel — —	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0
Poppyseed — — — —	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.	Rs. 7 12 0 Bdy.
Groundnuts — — — —	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0	" 5 8 0
Wheat, Delhi — — — —	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0
Cuttywad, Gundy (Jaad ?), F. G. —	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0
Wheat, White Pony (5 per cent. — —	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0
" Jubbulpur Pony — —	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0
" Mian-ghaut (Soft Red) — —																	
" Black Vallow (5 per cent.) — —																	
" Delhi, No. 1, White Pony — —	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.	Rs. 4 12 0 Bdy.
" Red																	
" Mard Red, Khaptra (5 per cent.) —																	
" Nagpore Khaptri — —																	
Opium (Malwa) per chest, Old — —	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350	Rs. 1,350
" " " New —	" 1,250	" 1,250	" 1,250	" 1,250	" 1,250	" 1,250	" 1,250	" 1,250	" 1,250	" 1,250	" 1,250	" 1,250	" 1,250	" 1,250	" 1,250	" 1,250	" 1,250
FREIGHTS.	Steady.	Steady (July).	Steady (Aug.).	Steady (Aug.).	Steady (Aug.).	Steady (Aug.).	Steady (Aug.).	Steady (Aug.).	Steady (Sept.).	Steady (Sept.).	Steady (Sept.).	Steady (Sept.).	Steady (Oct.).	Steady (Oct.).	Steady (Oct.).	Steady (Oct.).	Steady (Oct.).
Liverpool—Cotton (per ton of 40 feet) —	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
" Seeds and Wheat —	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0
London—Measurement cargo (P. & O.) —	6 15 0	6 15 0	6 15 0	6 15 0	6 15 0	6 15 0	6 15 0	6 15 0	6 15 0	6 15 0	6 15 0	6 15 0	6 15 0	6 15 0	6 15 0	6 15 0	6 15 0
" Seeds and Wheat —	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0
Trieste and Venice—Measurement cargo —	6 14 0	6 14 0	6 14 0	6 14 0	6 14 0	6 14 0	6 14 0	6 14 0	6 14 0	6 14 0	6 14 0	6 14 0	6 14 0	6 14 0	6 14 0	6 14 0	6 14 0
" Seeds and Wheat —	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0
Marseilles—Measurement cargo —	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0
" Seeds and Wheat —	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0
Genoa—Measurement cargo —	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0
" Seeds and Wheat —	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0
China Steamer (P. & O.) — —	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16
Japan " " — —	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17

H. Hongkong

" Shanghai

...g ...er.	Week ending 27th October.	Week ending 3rd November.	Week ending 10th November.	Week ending 17th November.	Week ending 24th November.	Week ending 1st December.	Week ending 8th December.	Week ending 15th December.	Week ending 22nd December.	Week ending 29th December.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
	1s. 4 1/32d. 1s. 4 1/16d. 1s. 4 5/32d. 1s. 4 3/16d. 1s. 4 7/32d. 1s. 4 1/4d. 1s. 4 9/32d. 1s. 4 5/16d. 1s. 4 11/32d. 1s. 4 3/8d. 1701 100 1/16 Rs. a. p. 145 0 0 200 0 0 149 8 0 74 0 6 Rdy. 73 0 0 Fwd.	1s. 4 1/32d. 1s. 4 1/16d. 1s. 4 5/32d. 1s. 4 3/16d. 1s. 4 7/32d. 1s. 4 1/4d. 1s. 4 9/32d. 1s. 4 5/16d. 1s. 4 11/32d. 1s. 4 3/8d. 1702 100 1/32 Rs. a. p. 144 0 0 201 0 0 149 8 0 74 0 6 Rdy. 73 0 0 Fwd.	1s. 4 1/32d. 1s. 4 1/16d. 1s. 4 5/32d. 1s. 4 3/16d. 1s. 4 7/32d. 1s. 4 1/4d. 1s. 4 9/32d. 1s. 4 5/16d. 1s. 4 11/32d. 1s. 4 3/8d. 1703 100 1/32 Rs. a. p. 143 8 0 204 0 0 149 8 0 74 0 6 Rdy. 73 0 0 Fwd.	1s. 4 1/32d. 1s. 4 1/16d. 1s. 4 5/32d. 1s. 4 3/16d. 1s. 4 7/32d. 1s. 4 1/4d. 1s. 4 9/32d. 1s. 4 5/16d. 1s. 4 11/32d. 1s. 4 3/8d. 1704 100 1/32 Rs. a. p. 143 8 0 209 0 0 149 8 0 74 2 6 Rdy. 74 8 0 Fwd.	1s. 4 1/32d. 1s. 4 1/16d. 1s. 4 5/32d. 1s. 4 3/16d. 1s. 4 7/32d. 1s. 4 1/4d. 1s. 4 9/32d. 1s. 4 5/16d. 1s. 4 11/32d. 1s. 4 3/8d. 1705 100 1/32 Rs. a. p. 143 8 0 209 0 0 150 0 0 24 0 6 15 3 0 76 8 0 Rdy. 76 0 0 Fwd.	1s. 4 1/32d. 1s. 4 1/16d. 1s. 4 5/32d. 1s. 4 3/16d. 1s. 4 7/32d. 1s. 4 1/4d. 1s. 4 9/32d. 1s. 4 5/16d. 1s. 4 11/32d. 1s. 4 3/8d. 1706 100 Rs. a. p. 145 8 0 204 0 0 150 0 0 24 0 6 15 2 9 75 1 0 Rdy. 74 3 0 Fwd.	1s. 4 1/16d. 1s. 4 5/32d. 1s. 4 1/8d. 1s. 4 3/16d. 1s. 4 7/32d. 1s. 4 1/4d. 1s. 4 11/32d. 1s. 4 3/8d. 1707 100 Rs. a. p. 147 0 0 207 0 0 150 0 0 24 0 6 15 2 6 75 5 0 Rdy. 75 14 0 Fwd.	1s. 4 3/32d. 1s. 4 1/8d. ..... 1s. 4 5/32d. 1s. 4d. 1s. 4 13/32d. 1s. 4 7/32d. 1708 100 Rs. a. p. 147 0 0 207 0 0 150 0 0 24 0 6 15 2 6 76 1 0 Rdy. 76 3 0 Fwd.	1s. 4 3/16 to 1s. 4 3/32d. 1s. 4 3/32d. 1s. 4 5/32d. 1s. 4 11/32d. 1s. 4 15/32d. 1s. 4 3/8d. 1s. 4d. 1709 100 to 100 1/32 Rs. a. p. Nominal. " " " " " " " " " "
	4½ per cent.	5 per cent.	5 per cent.	5½ per cent.	6 per cent.	7 per cent.	7½ per cent.	8 per cent.	8½ per cent.	8½ per cent.
	4 "	4 "	4 "	4 "	5 "	6 "	6 "	7 "	7 "	7 "
	3 "	3½ "	3½ "	3½ "	4 "	5 1/2 per cent.	5 "	7 "	7 "	7 "
	Rs. 98 5 0 " 88 0 0 " 6,500 Nil	Rs. 98 6 0 " 88 0 0 Nil "	Rs. 98 6 0 " 88 0 0 Nil "	Rs. 98 6 0 " 88 0 0 Nil "	Rs. 98 4 0 " 88 0 0 " 1,500 Rs. 1,08,880	Rs. 98 6 0 " 88 0 0 " 43,000 " 3,00,000	Rs. 98 4 0 " 87 8 0 " 3,07,500 Nil	Rs. 97 14 0 " 87 0 0 " 1,800 Nil	Rs. 97 11 0 " 87 0 0 Nil "	Rs. 97 10 0 " 87 0 0 Nil "
	Rs. 3 9 0 " 4 12 0 As. 11 to 11¾ " 9 to 10 Rs. 62 4 0 " 47 4 0 " 32 0 0 " 31 0 0 " 52 0 0 Rs. 9 5 0 " 12 8 0 .... Rs. 12 0 0 Rdy. ..... Rs. 11 0 0 Fwd. " 11 8 0 "	Rs. 3 9 0 " 4 12 0 As. 11 to 11¾ " 9 to 10 Rs. 62 8 0 " 47 4 0 " 32 0 0 " 31-0-0 to 32-0-0 " 52-0-0 to 53-0-0 " 53 0 0 " 9 8 0 Rs. 9 5 0 " 12 0 0 .... Rs. 12 0 0 Rdy. ..... Rs. 11 0 0 Fwd. " 11 8 0 "	Rs. 3 9 0 " 4 12 0 As. 11 to 11¾ " 9 to 10 Rs. 62 4 0 " 47 4 0 " 32 0 0 " 31-0-0 to 32-0-0 " 52-0-0 to 53-0-0 " 53 0 0 " 9 8 0 Rs. 9 5 0 " 12 0 0 .... Rs. 12 0 0 Rdy. ..... Rs. 11 0 0 Fwd. " 11 8 0 "	Rs. 3 10 0 " 4 12 0 As. 11 to 11¾ " 9¼ to 10¼ Rs. 63 0 0 " 48 0 0 " 32 8 0 " 32 8 0 " 53-0-0 to 54-0-0 " 53 8 0 " 9 6 0 " 12 0 0 .... Rs. 12 0 0 Rdy. ..... Rs. 11 0 0 Fwd. " 11 8 0 "	Rs. 3 10 6 " 4 13 6 As. 11 to 11¾ " 9¼ to 10¼ Rs. 64 8 0 " 49 0 0 " 32 8 0 " 32 8 0 " 54-0-0 to 54-0-0 " 54 0 0 " 9 6 0 " 12 0 0 .... Rs. 12 0 0 Rdy. ..... Rs. 11 0 0 Fwd. " 11 8 0 "	Rs. 3 11 0 " 4 14 0 As. 11¼ to 11¾ " 9¼ to 10¼ Rs. 65 12 0 " 49 4 0 " 32 8 0 " 32 8 0 " 55 0 0 " 55 8 0 " 9 8 0 " 12 0 0 .... " 17 8 0 Fwd. ..... " 12 0 0 Rdy. ..... Rs. 11 0 0 Fwd. " 11 8 0 "	Rs. 3 11 0 " 4 14 0 As. 11¼ to 11¾ " 9¼ to 10¼ Rs. 65 8 0 " 49 0 0 " 32 8 0 " 32 8 0 " 55 8 0 " 10 0 0 " 9 10 0 " 12 0 0 .... " 17 8 0 Fwd. ..... " 12 0 0 Rdy. ..... Rs. 11 0 0 Fwd. " 11 8 0 "	Rs. 3 11 0 " 4 14 0 As. 11¼ to 11¾ " 9¼ to 10¼ Rs. 66 0 0 " 50 4 0 " 32 8 0 " 32 8 0 " 55 8 0 " 9 12 0 " 9 8 0 " 12 0 0 .... " 17 8 0 Fwd. ..... " 12 0 0 Rdy. ..... Rs. 11 0 0 Fwd. " 11 8 0 "	Rs. 3 11 0 " 4 14 0 As. 11¼ to 11¾ " 9¼ to 10¼ Rs. 66 10 0 " 50 8 0 " 32 8 0 " 32 8 0 " 55 8 0 " 9 9 0 " 9 6 0 " 12 0 0 .... " 17 0 0 Rdy. ..... " 12 0 0 Rdy. ..... Rs. 11 4 0 Rdy. " 12 0 0 " .....
	(1905) Rs. 186 1st to 2nd Jan " 187 " " 192 " " 200 " " 192 "	Rs. 200 Jan. 1906. " 191 " " 200 " " 196 " " 204 " " 196 "	Rs. 210 25th Jan '06 " 2-2 " " 214 Nov.-Dec. " 206 " " 215 Rdy. " 207 "	Rs. 197 Jan. 1906. " 189 " " 204 Nov.-Dec. " 196 " " 204 " " 196 "	Rs. 202 2nd Dec. " 194 " " 196 " " 200 " " 199 "	Rs. 202 25th Jan. " 193 " " 206 25 th Dec. " 200 " " 208 " " 199 "	Rs. 204 Jan 1906. " 195 " " 202 Dec. " 201 " " 203 " " 201 "	Rs. 206 29th Dec. " 198 " " 211 " " 213 " " 203 "	Rs. 205 Jan. 1906. " 195 " " 212 25th Dec. " 201 " " 214 " " 204 "	Rs. 203 30th Jan. " 1 " " 208 " " 206 " " 210 " " 200 "
	Rs. 198 " 212 Rs. 215 Rs. 208 Rs. 209 Rs. 244 Feb.-Mar. Rs. 237 Feb.-Mar.	Rs. 206 Jan. 1906. " 220 " Rs. 224 Jan 1906. Rs. 215 Jan. 1906. Rs. 217 Jan. 1906. Rs. 248 Feb.-Mar. Rs. 245 Feb.-Mar.	Rs. 218 25th Jan. " 232 " Rs. 226 24th Jan. Rs. 224 Jan. Rs. 229 24th Jan. Rs. 229 24th Jan. Rs. 267 Feb.-Mar. Rs. 264 Feb.-Mar.	Rs. 207 Jan. " 225 " Rs. 224 Jan. Rs. 216 Jan. Rs. 217 Jan. Rs. 246 Feb.-Mar. Rs. 246 Feb.-Mar.	Rs. 208 25th Jan. " 226 " Rs. 230 26th Jan Rs. 230 25th Jan. Rs. 228 24th Jan. Rs. 222 25th Jan Rs. 264 25th Mar Rs. 262 25th Mar.	Rs. 212 25th Jan. " 226 " Rs. 230 26th Jan Rs. 230 26th Jan. Rs. 230 25th Jan. Rs. 222 Jan. Rs. 267 Mar. Rs. 264 Mar.	Rs. 212 Jan. " 222 " Rs. 230 Jan. Rs. 230 Jan. Rs. 221 Jan. Rs. 223 Jan. Rs. 268 25th Mar. " 267 " Rs. 268 Feb.-Mar.	Rs. 212 25th Jan. " 236 " Rs. 234 25th Jan. " 232 " Rs. 221 25th Jan. " 224 " " 218 " " 226 " Rs. 272 26th Jan " 267 " Rs. 264 Feb.-Mar.	Rs. 213 31 Jan. " 208 " " 206 " Rs. 211 25th Jan. " 205 " Rs. 240 24th Jan. Rs. 222 26th Jan. Rs. 225 26th Jan. Rs. 269 Feb.-Mar. Rs. 264 Feb.-Mar.
	Rs. 7-15-0 Dec.-Jan. " 7 8 6 " " 7 7 6 Rdy. " 6 15 6 " " 7 8 6 " " 7 6 6 " " 7-8-6 Mar.-May " 7 10 6 Rdy. " 7-3-0 Jan.-Feb. " 5 6 6 Rdy. " 5 12 6 " " 5 12 0 " Rs. 4 15 6 Rdy.	Rs. 8-0-0 Dec.-Jan. " 7 8 6 " " 7 4 3 Rdy. " 7 2 3 " " 7 4 0 " " 7 6 0 " " 7-4-0 Apl.-May " 7 12 6 Rdy. " 7-4-0 Jan.-Feb. " 5 7 0 Rdy. " 5 15 6 " " 5 12 0 " Rs. 5 2 6 Rdy.	Rs. 8-2-0 Dec.-Jan. " 7 12 6 " " 7 2 6 Rdy. " 7 1 6 " " 7 8 0 " " 7 6 0 " " 7-4-0 Apl.-May " 7 13 4 Rdy. " 7-4-0 Jan.-Feb. " 5 8 0 Rdy. " 5 15 6 " " 5 12 0 " Rs. 5 2 6 Rdy.	Rs. 8-7-0 Dec.-Jan. " 8 0 0 " " 7 3 3 Rdy. " 7 2 6 " " 7 9 0 " " 7 4 0 " " 7-8-0 Apr.-May " 7 15 0 Rdy. " 7-6-0 Jan.-Feb. " 5 7 0 Rdy. " 5 12 6 " " 5 12 0 " Rs. 5 2 6 Rdy.	Rs. 8-10-0 Dec.-Jan. " 7-15-0 Rdy " 7-13-0 Apr.-May " 7-8-0 Rdy. " 7 4 0 " " 7-8-0 Apr.-May " 7-8-0 Rdy. " 7-6-0 Jan.-Feb. " 5 7 0 Rdy. " 6 4 6 " " 5 12 0 " Rs. 5 2 6 Rdy.	Rs. 8-5 6 Rdy. " 8 2 6 " " 7 5 0 " " 7 4 0 " " 7-7-0 Apr.-May " 7-6-0 Rdy. " 7-6-0 Apr.-May " 8-8-6 Rdy. " 7-6-0 Jan.-Feb. " 5 6 0 Rdy. " 6 6 6 " " 5 2 0 " Rs. 5 2 6 Rdy.	Rs. 8 8 0 Rdy. " 8 5 0 " " 7 8 0 " " 7 6 6 " " 7 11 0 " " 6-15-0 Apr.-May " 7-10-0 " " 8-10-0 Rdy " 7-13-0 Jan.-Feb. " 5 7 0 Rdy. " 6 10 0 " " 5 2 0 " Rs. 5 2 6 Rdy.	Rs. 8 12 0 Rdy. " 8 10 0 " " 7 7 6 " " 7 6 6 " " 7 12 0 " " 6-15-0 Apr.-May " 7-10-0 Rdy. " 7-10-0 Apr.-May " 8 10 0 Rdy. " 8-0-0 Feb.-Mar. " 5 8 0 Rdy. " 6 12 6 " " 5 2 0 " Rs. 5 2 6 Rdy.	Rs. 8 15 0 Rdy. " 8 10 0 " " 7 7 6 " " 7 6 6 " " 7 12 0 " " 7-15-0 Apr.-May " 8 0 0 Rdy. " 7-10-0 Apr.-May " 7-11-0 Apr.-May " 8 12 0 Rdy. " 8-0-0 Jan.-Feb. " 5 8 0 Rdy. " 6 12 6 " " 5 2 0 " Rs. 5 2 6 Rdy.
	Rs. 1,800 " 1,625	Rs. 1,750 " 1,625	Rs. 1,750 " 1,650	Rs. 1,750 " 1,650	Rs. 1,750 " 1,650	Rs. 1,750 " 1,650	Rs. 1,750 " 1,650	Rs. 1,750 " 1,650	Rs. 1,750 " 1,625	Rs. 1,750 " 1,625
	Ready (Nov.) £ s. d. 0 12 3 0 12 5 1 2 0 0 12 0 0 16 0 0 15 6 0 12 6 0 12 3 Rs. 14 and 18 " 17	Ready (Nov.) £ s. d. 0 12 6 0 12 6 1 2 0 0 12 0 0 16 6 0 15 6 0 12 6 0 12 6 Rs. 14 and 18 " 17	Ready (Nov.) £ s. d. 0 12 6 0 13 0 1 2 0 0 13 0 0 16 0 0 15 6 0 13 0 0 13 0 0 13 0 Rs. 14 and 18 " 17	Ready (Nov.) £ s. d. 0 13 0 0 13 0 1 2 0 0 13 6 0 16 0 0 15 6 0 13 0 0 13 0 0 13 0 Rs. 14 and 18 " 17	Ready (Nov.) £ s. d. 0 14 0 0 14 0 1 2 0 0 13 6 0 14 6 0 16 0 0 13 0 0 13 0 Rs. 14 and 18 " 17	Ready (Dec.) £ s. d. 0 13 3 0 13 3 1 2 0 0 13 3 0 16 0 0 15 6 0 13 0 0 13 3 0 13 3 Rs. 14 and 18 " 17	Ready (Dec.) £ s. d. 0 15 6 0 15 6 1 2 0 0 14 0 0 16 0 0 15 6 0 15 0 0 14 6 Rs. 14 and 18 " 17	Ready (Dec.) £ s. d. 0 17 6 ..... 1 2 0 0 14 6 0 15 0 0 15 0 ..... 0 14 6 0 17 6 0 15 6 Rs. 14 and 18 " 17	Ready (Jan.) £ s. d. 0 14 6 0 14 6 1 2 0 0 15 0 0 15 0 0 15 0 ..... 0 14 6 0 14 6 0 14 6 Rs. 14 and 18 " 17

1. Japan.

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